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...S IN THE PARK.

...of a Series To Be Given ... Sunday Afternoon.

The first of the park concerts under the auspices of the Chamber of Commerce will take place on Sunday afternoon in Genesee Valley Park. The musicians will occupy the new band stand near the refectory and close to the grove.

For this occasion the Fifty-fourth Regiment Band has been engaged, and Leader Fred Zeitler has prepared a fine programme of suitable selections. It is anticipated that many thousands of people will attend.

President Lamberton and Secretary Ives have worked hard to raise money and make arrangements for these concerts, as they believe that everything adding to the attractions of Rochester as a place of residence should be secured.

SUNDAY CONCERT.

Programme to be Given by 54th Regiment Band at Genesee Valley Park.

Judging from present appearances and the weather, the first band concert to be given under the auspices of the Chamber of Commerce, which occurs at Genesee Valley park Sunday afternoon next, from 3 to 6 o'clock, will be largely attended. Most unpleasant weather has prevented the concerts being begun before this. Last Sabbath was bright and warm, but the ground was damp and the preceding days had been so rainy that it was thought best not to hold the concert, as at least two days' notice is thought necessary.

These concerts will be something new to Rochester, which is behind other cities or even villages in this respect. The Saturday and Sunday afternoon band concert in the city parks have become a popular form of amusement in many cities. Early this year the chamber took up the matter, and, by appealing to the citizens in person, was able to collect enough money to defray the expense of the concerts, which will be given Saturday and Sunday afternoons during the summer, in the three larger city parks and on the campus of the University of Rochester.

The Fifty-fourth Regiment Band has generously offered its services free for the first concert, and the offer has been accepted. The following is the programme for the afternoon, consisting of two parts of six numbers each, and extending through three hours. The programme:

PART I.

March—"Mechanics Institute"..Roland Seitz
Overture—"Fra Diavolo"..Auber
Serenade—"Love in Idleness"..Macbeth
Selection—"The Burgomaster"..Gustav Loders
Waltz—"Rolling Waves"..Tobani
Medley—"Sweet Old Songs"..Dalbey

PART II.

March—"The Invincible Eagle" (new)..Sousa
Overture—"Fest"..Sentner
Song—"The Holy City"..Stephen Adams
Selection—"Bohemian Girl"..Balfe
Waltz—"Wedding of the Winds"..John T. Hall
Grand American Fantasia..Bendix

TO HOLD HERE A DEEP WATERWAY CONVENTION

Chamber of Commerce to Take the Initiative Steps.

SO DECIDED YESTERDAY

Matter Considered of Great Importance —Action on Reciprocity with Canada—Railroads will not Grant Reduced Rates to Buffalo.

The extreme heat did not prevent the trustees and the executive committee of the Chamber of Commerce from holding a meeting yesterday afternoon, and transacting considerable business. The deep waterway question was brought before the meeting by the reading of a letter submitted by John A. C. Wright, and the members of the committees acted unanimously in voting in favor of a convention to be held in this city, say in September, to be attended by engineers, ship builders, transportation experts and others interested in the scheme to join Lake Erie with Ontario and make a deep waterway to the ocean.

The chamber adopted a resolution in favor of the convention and will send out the invitations. The chamber advocates the deep waterway rather than a barge canal, spending more money on the Erie canal in the way of deepening or enlargement, and is not particular where the boats touch so long as they enter the port of the Genesee (Rochester) and continue on down to the Atlantic, while the federal government pays the cost, and the adding of the cost of improving the Erie canal on the state is obviated.

In the following letter the situation is well described, and just what is being done by Mr. Wright, who has given the subject much thought and deep study. He is considered one of the best authorities on this deep waterway. His letter follows:

Rochester, N. Y., June 10, 1901.

My Dear Sir: At the Cleveland deep-waterway convention in 1895, I obtained what was practically approval of Rochester as the next meeting place. Though tentatively considered, it has not been thought advisable to hold one until now.

Since that time I have been furthering such deep waterway, and by my associations and from the newspaper matter, all of which on this topic I have taken during these years, I think I know the prevailing opinion.

There is a feeling throughout the Northwest and the lakes' basin that New York is antagonistic to such a commercial highway, to date, adequate, and the amount of interest given to inadequate solutions make it evident that New York state make some definite proposition that she will join in the cost that will insure her commercial supremacy, and until she does, the West will [illegible] Chicago boat Northwestern [illegible] mail to Buffalo, where [illegible] Erie canal and thence [illegible] business.

[illegible] upon this matter, and the state canal situation this winter, have altogether awakened public interest, and have caused me to advance consideration of the deep waterway to such an extent that it is now intelligently discussed and favored by representative papers in most every section of the state, hitherto impossible to say.

The opening this year of the modern fourteen-foot Canadian canals along the St. Lawrence and her projected Huron-Ottawa ship canal, which is backed by those who constructed the Manchester canal, and the effort of Chicago and the West to extend her now opened drainage canal to the Mississippi, emphasize the need of action along the natural waterways to the Hudson and to New York, as the natural gateway of the continental basin; unless this is promoted, they will be.

These and others, and the isthmian canal, will make waterways the chief topic of congress next winter.

We have now complete detailed surveys and studies after the expenditure of seven years' time and $500,000, of such waterway, consonant with its magnitude, which will be printed and ready for distribution this summer and upon which intelligent discussion can found itself, and the searchlight of its veritable data will pierce the fog of misinformation and misrepresentation up to now distorting the public view of this project.

The first step in such natural development will be a waterway at least twenty-one feet in depth, with locks eighty feet wide for naval use and shipbuilding output, around Niagara, this side, and which need involve only 11 6-10 miles of actual canal and nine locks, and bring in nine hours the 8,000-ton freighter from Erie into Ontario.

Rochester is the largest place upon Ontario, and it is the fit and proper locus, for reasons that may be apparent, for the meeting place of such a deep waterway convention, and I suggest that you submit the proposition to your board of trustees, with the idea of taking action for calling one to be held under its auspices, say the latter part of September, unless this is done now, it will go elsewhere.

Rochester stands next to Buffalo as a place from which to see the Pan-American Exposition—though Buffalo, the New York, is made by the country back of her—there are indications why Buffalo would not fully welcome such a convention.

It may be held in Rochester in connection with the Pan-American Exposition, just the same, as the first and necessary step before the public and congress this all-American trunk waterway through the great continental basin, in which lies so much of the population, wealth and freight movement of the country.

Viewed at large, it is not only the fittest place for the convention, but the best center for those on this side and from Canada likely to attend, and I need only to intimate to you that the men who will come will be men of the first class; engineers and transportation experts of national and international reputation, and men who control the commerce and operate the great iron and steel and other industries in this basin, particularly shipbuilding.

I shall be here until I return to Washington for the winter, and can easily aid you in securing their attendance, and would suggest that the chamber decide upon such a convention and issue preliminary invitations, and governed by what results from these, arrange a successful convention lasting from two to three days.

Yours very truly,
JOHN A. C. WRIGHT.

John M. Ives, Esq., Secretary Chamber of Commerce, Rochester, N. Y.

It is expected that such a convention will draw to Rochester a representative body of men, some of whom will be in attendance at the Pan-American Exposition and can make the run down to Rochester without trouble. It is believed that Rochester should take the initiative in the matter, being the largest American city on Lake Ontario.

A letter was read from E. G. Preston, secretary of the Boston Chamber of Commerce, asking the Rochester chamber to co-operate in asking the president to reconvene the United States and British joint high commission, so that action may be taken on reciprocity with Canada. The Rochester Chamber of Commerce favors reciprocity with Canada and so placed itself on record yesterday.

The chamber has at last received word from George H. Daniels, general passenger agent of the New York Central, that the reduced rates asked for Rochester Day at the Pan-American Exposition could not be granted by the railroads. Mr. Daniels says that some time before the exposition opened the passenger agents of the roads, including those operating between Rochester and Buffalo, made the rate $1.50, "which is within a few cents of half fare," and that nothing lower could be given, not even on this special occasion. Mr. Daniels said that he had just notified Director-General Buchanan of this decision.

Just what the chamber will now do remains to be seen. At the last meeting the matter was left to the committee on railroads and transportation, of which Daniel B. Murphy is chairman.

The following gentlemen and firms were elected members of the chamber:

The Monroe Optical Company, Aqueduct building, manufacturers of eyeglasses and spectacles.

Mosley T. Mulliban, No. 290 West avenue, physician and surgeon.

Vanderbilt Improvement Company, Walter A. Price, president, No. 907 Chamber of Commerce building.

Vallance A. Wickens, No. 289 West avenue, physician and surgeon.

Herbert A. Anderson, No. 391 West avenue, physician.

James Brady, No. 394 Plymouth avenue, physician.

F. A. Killip, No. 402 Clinton avenue north, physician.

Deep Waterway Convention.

The Rochester Chamber of Commerce proposes that a convention to consider the question of a deep waterway connecting the lakes with tide water shall be held in this city late in September. It is an excellent idea.

In 1895 a convention of this kind was held in Cleveland, was attended by some of the ablest engineers and some of the most prominent business men in the country, and it did much toward arousing the people to a realizing sense of the importance of further canal construction. A convention here would not only continue the good work, but would prove of great benefit to Rochester.

There is no city in the country so deeply concerned as Rochester in the construction of a deep waterway. It would make Rochester virtually a seaport, and immense foundries and shipbuilding yards would spring up here. [illegible] as a coal-shipping port, Rochester might take the lead. The possibilities are certainly immense. But under present conditions the growth of Rochester must necessarily be comparatively slow, for it is hemmed in.

The first thing that should be done is to construct a ship canal connecting Lake Erie and Lake Ontario. That would put all the cities of Lake Ontario into direct and cheap communication with the great West and would result in enormous benefit to both sections. After the construction of this canal, the eastern outlet could be taken up for consideration as a separate problem. At present engineers are in doubt as to whether it is better to connect Lake Ontario with salt water by way of the St. Lawrence, or by way of Lake Champlain and the Hudson, or by way of the Mohawk and the Hudson. Further investigations may lead to a solution of this question. But there is no doubt in the mind of anybody who has studied the question as to the importance of connecting Lake Erie and Lake Ontario, and the place where the connection should be made is not a matter of doubt. The question of the route presents no difficulties. Nature has settled that herself.

Such a deep waterway would not interfere in the least with the present canal system of the state. The advocates of a barge canal, the advocates of a ship canal, and the advocates of the present Erie canal could unite on the question of a ship canal to get around Niagara falls, and very little, if any, opposition to the project would develop. It would increase the trade and commerce of the states lying immediately to the south, and it would prove of immense benefit to the West. It is the duty of Rochester men to push this project.

MORE CANAL TALK.

Westerners Want Federal Government To Act.

New York, June 28.—State Engineer Bond stated recently, says an Albany dispatch, that a few days ago he received a visit from two eminent engineers who brought him a letter of introduction from Mr. Hay, Secretary of State. Their names he unfortunately had forgotten. These gentlemen said the object of their visit was to secure a copy of Mr. Bond's recent elaborate report upon the probable cost of constructing a barge canal across this state and any other statistics bearing upon the subject in his possession.

They stated that practically every state in the Northwest was in favor of the construction of a larger canal over this state for the sake of lowering the cost of the transportation of wheat and other western products to eastern markets. The failure of the canal men of this state last winter, however, to come to any agreement upon a plan for canal improvement was discouraging to western shippers, and therefore they now thought an appeal should be made to Congress to improve the canals of New York at the expense of every state in the Union.

The Western engineers said that it was believed in the West that a 21-foot canal should be built from Buffalo to Lake Ontario and then from Oswego, on Lake Ontario, to the Hudson River. This is the least expensive line for such a canal.

A canal of 21 feet in depth would cost about $50,000,000. The United States, the Western engineers said, would have to undertake it. New York State could not be expected alone to accept such a financial burden.

Further, the Western visitors said that before Congress met again, in their belief, the Congressmen from Indiana, Illinois, Wisconsin, Minnesota, Iowa, South Dakota, Nebraska and North Dakota would come to an agreement upon a policy of canal improvement to be undertaken by the United States government, and that this policy would include a 21 foot canal from Lake Erie to Lake Ontario and from Lake Ontario to the Hudson River.

Rochester the Next Meeting Place.

At the close of the twenty-third annual convention of the Knights of St. John Thursday night, Rochester was chosen as the place of meeting next year, an invitation having been extended from Mayor Carnahan and Secretary Ives, of the Chamber of Commerce. Major John P. Smith eloquently dilated upon the beauties and advantages of Rochester as a convention city, with the result that amid extended applause it was selected. The election of officers resulted as follows: Supreme spiritual adviser, Rt. Rev. Bernard J. McQuaid, D. D.; supreme president, Henry Fritz, of Erie, Pa.; first supreme vice-president, Jacob J. Nunnold, Rochester, N. Y.; second supreme vice-president, John McFarland, Philadelphia, Pa.; supreme secretary, Michael J. Kane, Buffalo, N. Y.; supreme treasurer, John Tobenbier, Detroit, Mich.; supreme trustees, Charles J. O'Connor, Peoria, Ill., J. C. Lally, Cleveland, Ohio. The delegates representing the Rochester commanderies were Jacob J. Nunnold, George J. Welder, Frank Koch, August Kramer, Joseph P. Freind and John T. Smith. The ladies' auxiliaries were represented by Miss Mamie Hilbert, Miss K. Harder and Miss Katherine A. Smith.

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FAIRS TO BE HELD

Throughout the State of New York This Fall.

AGRICULTURAL SOCIETIES

In the Various Counties of the State Pleasing Exhibitions Will Be Given—Many Prosperous Town Associations—The State Fair at Syracuse Is Fixed for September 9-14.

From Yesterday's Herald.

Albany, June 29.—The Journal prints the following list of agricultural fairs to be held in the state during 1901:

New York State Fair—Syracuse, September 9-14.

Farmers Club—Hornellsville, holds no fair.

Cambridge Valley—Cambridge, August 27-30.

Albany County—Altamont, August 26-29.

Allegany County—Angelica, September 10-12.

Broom County—Whitneys Point, September 3-6.

Cattaraugus County—Little Valley, September 3-6.

Chemung County—Elmira, September 30-October 4.

Chenango County—Norwich, September 3-6.

Clinton County—Plattsburg, September 10-12.

Columbia County—Chatham, September 3-6.

Cortland County—Cortland, August 27-30.

Delaware County—Delhi, September 5-7.

Dutchess County—Poughkepesie, September 24-27.

Erie County—Hamburg, September 10-12.

Essex County—Westport, September 3-6.

Franklin County—Malone, September 24-27.

Fulton County—Johnstown, September 2-5.

Genesee County—Batavia, September 16-18.

Greene County—Cairo, August 20-29.

Herkimer County—Herkimer, September 3-5.

Jefferson County—Watertown, September 3-6.

Lewis County—Lowville, September 17-20.

Livingston County—Holds no fair.

Brookfield, Madison County—Fair Park, Brookfield, September 23-26.

Montgomery County—Fonda, September 9-12.

American Institute—New York, undecided.

Niagara County—Lockport, September 24-26.

Onondaga County Syracuse, Undecided.

Ontario County—Canandaigua, September 17-19.

Orange County—Middletown, September 17-20.

Orleans County—Albion, September 19-21.

Oswego County—Oswego Falls, September 17-20.

Otsego County—Cooperstown, September 23-25.

Putnam County—Carmel, August 27-30.

Queens-Nassau Counties—Mineola, September 24-28.

Agricultural and Liberal Arts, Rensselaer County—Nassau, September 10-13.

Rensselaer County—Undecided.

Rockland County—Orangeburg, September 9-13.

St. Lawrence County—Canton, September 17-20.

Saratoga County—Ballston Spa, August 26-30.

Schoharie County—Schoharie, September 16-19.

Schuyler County—Watkins, September 17-20.

Seneca County—Waterloo, September 24-26.

Steuben County—Bath, September 24-27.

Suffolk County—Riverhead, September 17-20.

Sullivan County—Monticello, August 27-30.

Tioga County—Owego, September 3-5.

Tompkins County—Ithaca, September 17-20.

Ulster County—Ellenville, August 27-30.

Washington County—Fort Edward, September 9-12.

Wayne County—Lyons, September 18-21.

Westchester County—White Plains, September 30-October 5.

Wyoming County—Warsaw, September 24-25.

Yates County—Penn Yan, September 10-12.

Cuba Fair and Racing Association—Cuba, undecided.

Wellsville Fair Association—Wellsville, August 19-23.

Binghamton Industrial Exposition—Binghamton, October 1-4.

Franklinville Agricultural and Driving Park Association—Franklinville, August 27-30.

Afton Driving Park and Agricultural Association—Afton, September 24-27.

Riverside Agricultural Society—Greene, September 10-12.

Columbia Agricultural and Horticultural Association—Hudson, August 23-30.

Catskill Mountain Agricultural Society—Margaretville, August 20-22.

Delaware Valley Agricultural Society—Walton, September 2-5.

Sidney Fair Association—Sidney, September 10-12.

Shaverown Agricultural Society—Sha[illegible] August 27-29.

[illegible] Horticultural and A[illegible]

Hemlock Lake Union Agricultural Society—Hemlock, October 1-4.

Brockport Union Agricultural Society—Brockport, September 26-28.

West End Agricultural Association—Palatin Bridge, undecided.

Boonville Fair Association—Boonville, September 3-6.

Vernon Agricultural Society—Vernon, September 25-26.

Phoenix Union Agricultural Society—West Phoenix, September 25-28.

Farmers and Mechanics Agricultural Society—Bristol Center, undecided.

Gorham Agricultural Society—Reed Corners, October 3-5.

Naples Union Agricultural Society—Naples, September, 17-19.

Sandy Creke, Richland, Orwell and Boylston Agricultural Society, Sandy Creek, August 27-30.

Morris Fair Association—Morris, October 1-3.

Oneonta Union Agricultural Society—Oneonta, September 16-18.

Richfield Springs Agricultural Society—Richfield Springs, September 30-October 2.

Schenevus Valley Agricultural Society—Schenevus, September 19-21.

Rockland County Industrial Association—New City, September 3-6.

Gouverneur Agricultural and Mechanical Society—Gouverneur, August 27-30.

Oswegatchie Agricultural Society—Ogdensburg, September 3-6.

The Rocket Valley and St Regis Valley Horticultural Society—Patsdam, September 10-13.

Cobleskill Agricultural Society—Cob'eskill, September 23-26.

Pratsburg Union Agricultural Society—Prattsburg, September 11-13.

Southern Steuben Agricultural Society—Troupsburg, September 3-6.

Neversink Agricultural Society—Grahamsville, undecided.

Northern Tioga Agricultural Society—Newark Valley, September 10-12.

Dryden Agricultural Society—Dryden, September 17-20.

Union Agricultural and Horticultural Society—Trumansburg, September 3-6.

Glen Dale Union Agricultural Society—Pottersville, undecided.

Warren County fair—Warrensburg, September 17-20.

Newark Fair Association—Newark, October 3-5.

Palmyra Union Agricultural Society—Palmyra, September 26-28.

Silver Lake Agricultural and Mechanical Association—Perry, October 1-2.

Dundee Fair Association—Dundee, undecided.

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first Concert

PUBLIC BAND CONCERT

BY THE

Fifty-Fourth Regiment Band,

IN GENESEE VALLEY PARK,

Sunday Afternoon, June 30, 1901,

FROM 3 TO 6 P. M.

Under the Auspices of the Rochester Chamber of Commerce.

Program . . .

PART I.

1. MARCH—"Mechanic's Institute," - - *Roland Seitz*
2. OVERTURE—"Fra Diavolo," - - - *Auber*
3. SERENADE—"Love in Idleness," - - - *Macbeth*
4. SELECTION—"The Burgomaster," - - *Gustav Luders*
5. WALTZ—"Rolling Waves," - - - - *Tobani*
6. MEDLEY—"Sweet Old Songs," - - - *Dalbey*

PART II.

7. MARCH—"The Invincible Eagle" (New) - - *Sousa*
8. OVERTURE—"Fest" - - - - *Lentner*
9. SONG—"The Holy City," - - - - *Stephen Adams*
10. SELECTION—"Bohemian Girl," - - - *Balfe*
11. WALTZ—"Wedding of the Winds," - - *John T. Hall*
12. GRAND AMERICAN FANTASIA, - - - *Bendix*

...OF A SERIES OF BAND CONCERTS

Fifty-Fourth Regiment Band Presented a Fine Programme at Genesee Valley Park.

Five thousand would be a conservative estimate of the number of persons that assembled yesterday afternoon at Genesee Valley park. The question of how many wanted to go and didn't get the opportunity would be a difficult one to settle. At the Four Corners and on the south side of Caledonia avenue bridge the crowd that was waiting for cars to the park seemed to diminish from hour to hour. Caledonia avenue bridge was up all day. On the far side there were three Plymouth avenue cars ready to transport the crowd of thousands directly to the park. If there had been more cars there would have been more people on the grounds, for many were unable to secure transportation until so late in the day that it hardly paid to make the trip.

There were also three Genesee street cars running from the bridge to the end of the route. It seemed not to be generally understood by the people in waiting that these would take them to within a short distance of the entrance to the park. The distance from the crossing of Brooks avenue is quite short and the walk, for the most part shady, is very pleasant, leading along the bank of the river.

The prophecy of cooler weather was fulfilled, for, while the sun was still very warm, the brisk breeze from the southwest reduced the temperature considerably. Its effect was very noticeable in every part of the park which lies between the river and the first main driveway. This was the part which was the scene of all the activity manifest during the day. Here the crowd walked up and down the shady paths and, when weary, sought seats beneath the trees on the cool, green grass. There was no chance for one to secure seats on the benches, for they were preempted early in the day. But no one seemed to think it a hadship to repose on the bosom of mother earth and many family gatherings spent a happy afternoon in this way. The young people enjoyed themselves in ways appealing to the youthful nature and the bright dresses of the girls and the scarcely less bright shirt waists of the boys were points of color for which the rich green of trees and shrubbery formed a most suitable background.

Of course the weather itself was an incentive to the people to go to the parks, all of which were the outing places of large numbers yesterday. But the reason why many chose to go to Genesee Valley park was the fact that the first of the series of band concerts to be given in various parks about the city was held there in the afternoon. The prospect of music furnished by the Fifty-fourth Regiment band was an attractive one to many. This series of public concerts is to be maintained by a fund which the Rochester Chamber of Commerce was instrumental in raising for the purpose by subscription. The Fifty-fourth Regiment band very kindly offered its services free of charge yesterday so that the fund was in no wise decreased by the first concert. The band was composed of twenty-five pieces and was stationed at the bandstand erected last Friday near the refectory. The programme presented by the band was as follows:

PART ONE.

March—"Mechanics Institute"...Roland Seitz
Overture—"Fra Diavolo"...Auber
Serenade—"Love in Idleness"...Macbeth
Selection—"The Burgomaster"...Gustav Luders
Encore—Medley March—"Gate City"...Weldon
Waltz—"Rolling Waves"...Tobani
Encore—"Mosquito Parade"...Whitney
Medley—"Sweet Old Song"...Dalbey

PART TWO.

March—"The Invincible Eagle" (new)...Sousa
Overture—"Fest"...Lentner
Song—"The Holy City"...Stephen Adams
Encore, March—"Onward Christian Soldiers"...Chambers
Selection—"Bohemian Girl"...Balfe
Waltz—Wedding of the Winds"...John T. Hall
Grand American Fantasia...Bendix

During the day there was a steady remand for ice cream and soda, while the other things that tickle the palates of the summer crowd were in good demand as well. The merry-go-round was thoroughly well patronized and many enjoyed boat rides on the river. It is safe to predict an even larger crowd for the second concert. 26 6. July 1st 1901

THE DEEP WATERWAY COMMISSION.

The proposition before the Chamber of Commerce to invite prominent people, who are interested in the ship canal project, to visit the city, is a very important movement. If we are to have a canal of real practical value, equal to the importance of our great and growing commerce between the interior ...facturing centers of the United ...ter, and foreign countries, New York ...ew Orleast take the initiative in the ...export ...

...thern Orleans is overtaking New York ...orts. For business very rapidly. The ...ew Orleansport is also gaining in importance to th the first time in history, ...ave a deep ... this year is second in ...ean, ... bye respect. Chicago will ...ecome ... waterway outlet to the ...siness to come New York or New ...ir ourselves. ... nt such a volume of ...ne great inter... this way we must ... country will ...tically in the ... r ship canal is all ...being made ... ... at once. ...ments ... Morts that ... als across ...

for certain reasons, would like to know an antiquated canal. It is up to Rochester to step in and put a quietus on pleayune proclivities. June 7/24/01

Extract July 1, 1901.

TO HONOR REV. MR. DENNIS.

Mass Meeting to be Held Saturday in Chamber of Commerce.

The following circular has been sent out by the clergy and laity of all denominations as an announcement of suitable action to be taken on the resignation of Rev. James H. Dennis from the rectorship of St. James church in this city:

A meeting will be held in the room of the Chamber of Commerce on Saturday, July 6th, at 4.30 p. m., to give expression on the part of the citizens of Rochester to the loving veneration in which they hold the character, life and labors of the Rev. James Hogarth Dennis.

The mayor of the city will preside, addresses will be made by leading citizens, and suitable action will be taken. All interested in this movement are requested to be present.

George A. Carnahan, R. R. Converse,
William R. Taylor, Charles P. Cole,
Algernon S. Crapsey, Nelson Millard,
Fannie R. Bigelow, Max Landsberg,
Clarence A. Barbour, E. V. Stoddard,
Louis Cope Washburn, T. A. Hendrick,
Elizabeth Watson, John M. Ives,
Caroline Stoddard, Clara Wilder,
Isabelle W. Hollister, and many others.

The circular is the outcome of a sermon preached recently by the Rev. Algernon S. Crapsey at St. Andrew's church. It is expected that a large gathering will be in evidence to indorse the active charitable work which has been so characteristic of Mr. Dennis's life in Rochester.

SUNDAY'S PARK CONCERT.

Programme To Be Rendered by 54th Regiment Band in Seneca Park East.

The next park concert by the 54th Regiment Band, under the auspices of the Chamber of Commerce will be given in Seneca Park East Sunday afternoon.

The following programme has been arranged for the occasion by bandmaster, F. A. Zeitler: Mirror July 5, 01

PART I.

March—Remember Me...H. A. Hall
Overture—Morning, Noon and Night...Von Suppe
...Volstedt
Waltz—Jolly Fellows...Englander
Selection—The Rounders...Adams
Song for Cornet—Holy City...Boettger
Medley—Popular Texas...

PART II.

March—Fusilade...Ernest Neyer
Overture—Orpheus...Offenbach
Piccolo Solo—Through the Air...Aug. Damm
Sig. Garramone.
Selection—Foxy Quiller...De Koven
Waltz—Land of My Dreams...Tobani
Medley—Head Liner...W. H. Mackie

Second Concert

PUBLIC BAND CONCERT

BY THE

Fifty-Fourth Regiment Band,

(F. A. ZEITLER, DIRECTOR).

SENECA PARK—EAST,

Sunday Afternoon, July 7, 1901,

3 TO 6 O'CLOCK,

Under the Auspices of the Rochester Chamber of Commerce

Program. . .

PART I.

1. MARCH—"Remember Me," - - *H. A. Hall*
2. OVERTURE—"Morning, Noon and Night," *Von Suppe*
3. WALTZ—"Jolly Fellows," - - *Volstedt*
4. SELECTION—"The Rounders," - *Englander*
5. SONG FOR CORNET—"Holy City," - *Adams*
6. MEDLEY—"Popular Texas," - - *Roetlger*

PART II.

7. MARCH—"Fusilade," - - *Ernest Neyer*
8. OVERTURE—"Orpheus," - - *Offenbach*
9. PICCOLO SOLO—"Through the Air," *Aug. Damm*
SIG. ROCCO GARRAMONE.
10. SELECTION—"Foxy Quiller," - *DeKoven*
11. WALTZ—"Land of My Dreams," - - *Tobani*
12. MEDLEY—"Head Liner," - *W. H. Mackie*

...for the ...which ...

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4

NOBLE LIFE

Testimonial to Rev. J. H. Dennis.

LIVED FOR OTHERS

Meeting of Clergy and Laity at Chamber of Commerce.

MAYOR CARNAHAN PRESIDED

Addresses by Revs. Father Hendrick Dr. C. P. Coit, Max Landsberg and Clergymen of Other Denominations —Resolutions Introduced by Rev. A. S. Crapsey Adopted.

The large audience which gathered at the Chamber of Commerce at 4:30 o'clock yesterday afternoon to pay tribute to Rev. James Hogarth Dennis, until June 1 the rector of St. James' Episcopal Church, was representative of all forms of religious life and all stations of men and women in the social and business world. Not many men in this generation, clergymen included, lead lives of such thorough unselfishness and godly service as to call forth such praises as were showered upon Mr. Dennis yesterday by Roman Catholics, Presbyterians, Baptists, Episcopalians, Unitarians and Jews.

People poor in this world's goods sat side by side with men and women of wealth, for both knew him as a friend. Among those who were present were Revs. T. A. Hendrick of St. Bridget's Church, Dr. W. R. Taylor of Brick Church, Clarence A. Barbour of Lake Avenue Baptist Church, A. S. Crapsey of St. Andrew's, Archdeacon Louis C. Washburn, Dr. R. R. Converse of St. Luke's Church, F. C. Woodard of St. James', Dr. Charles P. Coit of East Side Presbyterian Church, Dr. Nelson Millard, Dr. William C. Gannett of First Unitarian Church, Dr. Max Landsberg of Berith Kodsh Synakogue, Mayor Carnahan and many other men prominent in public affairs.

Keynote of the Meeting.

Although hearty in their testimonials to the noble life of the man they had gathered to honor, none of the speakers seemed able to give full expression to his reverence and regard for him. Rev. Dr. Coit, who labored side by side with Mr. Dennis for a quarter of a century as pastor of Memorial Presbyterian Church, a parish contiguous to that of St. James', struck the keynote of the meeting when he said:

"We owe it to our city, we owe it to our youth, to make some public acknowledgement of our appreciation of the noble life-work of this man of God. Like Athens of old, the city of to-day is known by the class of men it honors. The character of our youth depends upon the kind of men our city honors. And in this age of selfishness we of Rochester ought to be thankful that we have such a man as Mr. Dennis to honor. I am sure it will ennoble our youth and give encouragement to the good men and women of Rochester who are doing so much for charity."

Mayor Carnahan's Tribute.

Mayor Carnahan called the meeting to order and stated its object. "In the age when we are all so engrossed in our own business affairs, we are apt sometimes to forget such a man as Mr. Dennis. He was so unselfish, so modest and retiring at all times; he never saw in a dollar any pleasure for himself, but always to think of what good he might do with it for someone else.

"Some years ago I had the good fortune to become associated with Mr. Dennis, as attorney for the Humane Society, in a number of actions brought by him in the courts of this city. I found him an earnest, fearless worker for the amelioration of the sufferings of the poor and for the dumb animals who needed his sympathy and protection. Whether it was some canal driver who was up for driving galled horses, or some farmer who had beaten his cow, Mr. Dennis was always ready with the evidence and his time to secure justice.

"But it was his self-denying work for the poor children of the city which best characterized his efforts here. He and his work was the best exemplification of that beautiful law of nature that men must care for one another and that one generation must protect and care for its successor. When this man picked a poor, ragged and suffering child from the gutter, or took a youth by the arm as he passed from the court room convicted of some crime, and helped him to a better and nobler life, he was helping to build up a better generation and was doing Christ's work indeed."

Tributs Adopted at the Meeting.

At the conclusion of the Mayor's address, Rev. A. S. Crapsey, nominated Secretary Ives of the Chamber of Commerce to be secretary of the meeting and was elected.

Rev. Mr. Crapsey then read the following resolutions:

"Whereas, The citizens of Rochester gathered [illegible] in public meeting the Mayor [illegible] meeting, desire to express [illegible] James Hogarth Dennis. In honoring Mr. Dennis we honor that element of simple goodness in human nature which more than any other quality is essential to its well-being. Mr. Dennis lived among us 25 years and that life is summed up in the brief word—he is a good man.

"No one can be with him without being conscious of his goodness. It is this that gives him his power and place in the world. His is not that negative goodness which simply abstains from evil, but it is a positive force working for righteousness. Mr. Dennis does good not merely from principle, but from nature and force of habit.

"This inward grace in his character has found its outward expression in a long life of self-sacrificing labor for the poor of his people. The miseries of the poor weigh as a personal care upon the heart of this man of God. He cannot, as many do, dismiss these miseries when he has done all that he can do to alleviate them, but he carries them about with him during the day and goes to bed with them at night. As a consequence of this laborious life, Mr. Dennis finds his strength exhausted, so that it is necessary for him to draw apart and rest awhile, and we desire to follow him into that temporary retirement with this expression of our veneration and love.

"We will not believe for a moment that the days of usefulness are over for our dear friend; they have just begun. A good life increases in usefulness with increasing years and is never more useful than when it ends in deeds and leaves itself a blessed heritage to the world forever. We have to-day no feeling of commiseration for Mr. Dennis because he in in a measure outworn in the service of God and man; on the contrary, we envy him as a soldier who has passed through a long and arduous campaign and bears the scars of battle upon him.

"We cheer him in our hearts as we might cheer some military or naval hero coming home from a war, wounded but victorious. In this minute it is not our purpose to enter into any detailed account of the life and labors of James Hogarth Dennis; the time for writing his biography has not yet come. All we have in mind to do at this time is to send after him a word of loving appreciation, to assure him that he has not labored in vain. We would have him know that we feel ourselves men and women, because of his simple, earnest life and that we regret his retirement most of all because it takes from us a daily inspiration.

"We sincerely hope that rest will bring refreshment, and refreshment new strength, and new strength new labors, and new labors new joys, so that the last day shall be better than the first and that he who for so many years has gone on his way weeping, bearing his good seed, may come again with joy and bring his sheaves with him. We hereby request the chairman and the secretary of this meeting to sign this minute and forward it to Mr. Dennis with our gratitude for what he has done and our prayers for his future happiness and usefulness."

Mr. Crapsey also offered the following resolution:

"Whereas, A number of the citizens of Rochester have expressed a desire to contribute to some substantial testimonial of regard and affection for the Rev. James Hogarth Dennis, therefore, be it

"Resolved, That the signers of the circular which called this meeting be requested to act as a committee to receive such contributions and to dispose of them for the use and benefit of Mr. Dennis as they shall think most acceptable and useful to him."

Rev. Dr. Converse moved the adoption of both resolutions, which was done, after which Mr. Crapsey explained that his reason for offering the second resolution was that numerous business men had come to him during the past week and expressed their earnest desire to do something substantial towards testifying to their love for Mr. Dennis.

Praise From Fellow Ministers.

Rev. Dr. Taylor said: "I doubt if I can add anything to the expression of regard for Mr. Dennis which Mr. Crapsey made so eloquently in his sermon of last Sunday. I was happy to know Mr. Dennis while he was in this city and I believe that it would be impossible for us to be extravagant in our testimony to his God-like life. All citizens of Rochester who knew aught of Mr. Dennis cannot help but agree with it most cordially."

"I think the feelings of all of us are well expressed in Mr. Crapsey's minute," said Rev. C. A. Barbour. "It was one of the privileges of my life to meet some years ago Rev. Mr. Dennis and I am sure that I have been a better man for it. No testimonial to his character and life could be extreme. I believe that the mere fact that we have gathered here this afternoon will be the most blessed thing he can receive, the love and respect of his friends cannot help being very dear to him."

The remarks of Rev. Father Hendrick of St. Bridget's parish were of unusual interest, because he had shared for many years the charitable and humane work of the Humane Society with the rector of St. James. He knew better, perhaps, than any other man in Rochester, of the truly Christian spirit and the misery-dissipating work of the priest, who now, suffering physically because of his labors for others, is seeking a brief rest.

"I have doubted a little," said Father Hendrick, "whether even this meeting would be pleasing to Mr. Dennis. I have known him as a man of utter self-abasement, always shrinking from words of praise or thanks for deeds of mercy. It is a question whether he will thank us for even this little testimonial. We know him to be entirely indifferent to movements of benefit to himself. Himself he never thought of—it was always someone else. In taking up the sorrows of others he made the burdens of others

DEMOCRAT AND CHRONICLE.
JULY 8, 1901.

THOUSANDS LISTENED TO THE BAND CONCERT

Great Sunday Afternoon Crowd at Seneca Park East.

ALL TROLLEYS CROWDED

Transportation Facilities Fell Far Short of the Demand—Attendance Twice as Large as That at the First Concert.

Once upon a time in a distant country across the blue sea the inhabitants had reared a beautiful city on the banks of a rushing river. The channel had been cut deep into the rock and upon its sloping sides grew trees of all the sorts known to man, while verdure of the richest green, bearing clusters of the brightest colored flowers, covered them as a carpet. And everything possible was done by the inhabitants to make this place still more beautiful and enticing than Nature, even with her lavish hand, had wrought. A special branch of the public service was created upon which this duty devolved and under the direction of this body the place grew and grew in beauty and simple grandeur until it was famed abroad throughout the whole land. Visitors came from afar to view the city and to enjoy the allurements of the quiet retreat upon the banks of the rushing river.

Once a stranger came to the city, a man from a distant land, who asked to be shown the attractive features of the municipality and its surroundings; and most of all he wished to spend the first day of his sojourn amid the beauties and allurements of the much-famed riverside, for he was worn with toil and weary with much travel. He was, accordingly, taken to the broad avenue that led to the favored region and ushered into a large chariot in company with many others for whom there seemed to be the completest and fullest and most comfortable provisions made by its owners. And in ease and comfort he rode on, past beautiful castles with gleaming turrets, past open fields covered with the greenest grass and bordered [illegible] and flowering shrubs and beds of gorgeous [illegible] into the beauties. Quickly and without delay [illegible] was set down at the wished-for [illegible] he wandered slowly and joyfully [illegible] mass of beauty which opened [illegible] him. And under the charms [illegible] and calm, while the rays [illegible] healed back from the sorr[illegible]

[illegible] him a portion [illegible] own color, and [illegible] Delightful music swept about him and were prolonged in the whisper of the wind in the trees overhead, he pleasured his time away with spirit free from care. Under the spell, life was a happy dream and the rose-colored glasses which all wear who enter there made everything beautiful and satisfying.

But wouldn't a Rochesterian think that a foretaste of paradise!

The second band concert of the series was given yesterday afternoon at Seneca park east by the Fifty-fourth Regiment band. It was the rather informal opening of the park in honor of the running of electric cars within the limits. Knowing that it was in a measure an experience whose lessons are to be practically applied later, it would not do to censure the authorities too harshly, if such a thing were possible, for the poor service in the way of trausportation. Let it be said to those people who waited so long at the crossing of Main and St. Paul streets and to those who waited for hours at the park itself, that there is a better time coming. Cars that are expected to take you to or from the grounds will not always be full to the step when they stop to let you aboard. Some day it is promised there will be cars along every few moments and there will be seats for all who wish to get aboard. But before that time comes some people in authority will have to learn that the citizens are going out to the concerts by the thousands. They want the concerts and they are bound to have the pleasure and the rest. And those who have this gift in their power will some day, soon, it is to be hoped, learn this fact and supply the needed accomodations.

After an attendant at the concert yesterday has told you how many hours it took him to get there and how many more to get back, he will speak in the most glowing terms of the concert itself. If the first concert was a success the second was doubly so, for the programme was nearly twice as successful in its reception by the people and there were nearly twice as many people there to listen and enjoy. From every point of view the concert was successful. The numbers were all favorites and were received with much enthusiasm. The two solos took the crowd by storm and created a very tempest of applause. Adams's "Holy City" was played as a cornet solo by Samuel Basset, and Augusta Damm's "Through the Air" was rendered on the piccolo by Sig. Rocco Garramone. Both are artists and received tremendous ovations. The entire programme was fully up to the standard of the concerts given by the band during the winter season at the Baker theater. The numbers were as follows:

PART I.

March—"Remember Me".....H. A. Hall
Overture—"Morning, Noon and Night in Vienna".....Von Suppe
Waltz—"Jolly Fellows".....Volstedt
Selection—"The Rounders".....Ingraham
Cornet solo—"Holy City".....Adams
Encore—Intermezzo, "Salome".....Loraine
Medley—"Popular Texas".....Boettger

PART II.

"National March No. 6".....Brooks
Overture—"Orpheus".....Offenbach
Piccolo solo—"Through the Air".....Aug. Damm
Sig. Rocco Garramone.
Encore—"L'Oiseau du Bois".....Le Thiere
Selection—"Foxy Quiller".....De Koven
Waltz—"Land of My Dreams".....Tobani
Encore—March, "Stars and Stripes".....Sousa
Medley—"Head Liner".....W. H. Mackie
Encore—"Good-by, Dolly Gray".....Dalbey

It is expected that when the second track into the park is completed a celebration will be held with fireworks, illuminations and probably a band concert. The work will no doubt be finished before the end of the week. It is the intention to give concerts on Saturday and on Sunday afternoons, if a little more money is subscribed for the purpose. All materially interested in the work can aid the project by sending subscriptions to Secretary Ives, of the Chamber of Commerce.

Do C.
July 9, 1901
AND CHRONICLE.

PARK BAND CONCERTS.

Following is a List of Contributions That Have Been Received to Date.

The band concerts given under the auspices of the Rochester Chamber of Commerce are proving a great success, both in the attendance and in the quality of music. It is hoped enough money will be contributed to give free concerts Saturday and Sunday afternoons during the months of July, August and September. To do this will require about $1,900. To date there have been contributed $1,244. Money for this purpose may be sent to Secretary J. M. Ives, Chamber of Commerce, who will gratefully acknowledge receipts of the same. The contributions to date are as follows:

Park [illegible], $500; George Eastman, $250; ca[illegible]50; T. B. Dunn, $50; William Ea[illegible]d & Son Company, $50; L. P. Ross' [illegible] John C. Moore, $25; C. T. Ham a[illegible]turing Company, $25; J. H. Stedman, $2[illegible] George A. Carnahan, $25; Uts & Du[illegible]$25; Burke, Fitz Simmons, Hone & Co.[illegible]$25; F. A. Brownell, $20; E. P. Reed & [illegible]Company, $20; Durand Manufacturing C[illegible]ompany, $15; Sreamo, Westmore & Co[illegible]mpany, $10; Mathews & Boucher, $10[illegible]; C. C. Davy, $10; Louis J. Ernst, $10; C. H. Palmer, $10; A. M. MacDonell, $10; J[illegible]ames Cased, $10; John M. Davy, $5; L[illegible]Jeffries, $5; J. B. Hamilton, $5; [illegible]es, $5; J. A. Baum, $5; E. R. [illegible]H. C. Kimball, $5; Rochester [illegible]Association, $5; C. F. Pond, [illegible]e, $5; J. C. Wilson, $5; Frank [illegible]; cash, $2; cash, $2. Total,

TWO BAND CONCERTS.

Saturday in Valley Park, Sunday in Seneca Park East.

Band concerts in the parks are announced by the Chamber of Commerce to be given as follows: Saturday afternoon from 3 to 6 o'clock, Genesee Valley Park; Sunday afternoon, 3 to 6 o'clock, Seneca Park East. New programmes will be given by the Fifth-fourth band and Leader Zeitler promises to maintain the high musical standard that he has set for these popular events.

Manager Nicholl of the Rochester Railway Company says that on these days he hopes there will be no cause for complaint as to the street car service. There was some trouble with the cars at the previous concerts but this will be remedied. The double track into Seneca Park East will be finished, he says, before Sunday, and this will enable the company to run its cars expeditiously. The Caledonia Avenue canal bridge interfered for a time with the cars bound for Genesee Valley Park, but the bridge is now in working shape and, if there are no more accidents to it, the cars will not be delayed on Saturday.

Horse Stable Wanted.

The Chamber of Commerce is versatile. Secretary Ives now wants to know of some one who will put up a two-story brick building for horses and wagons. Room for twenty horses on the second floor and for the wagons on the ground floor and for hay, feed, etc., is necessary. Mr. Ives has a man ready to take a ten years' lease at a suitable [illegible] in the center of the city.

Commerce Commission Report.

Secretary Ives, of the Chamber of Commerce, has received from Hon. W. W. Armstrong thirteen sets of the report of the New York commerce commission, which are for distribution. There are two volumes in each set, in addition to maps. Secretary Ives would be pleased to give the books to those interested in the report.

Public Band Concerts in the Parks.

Saturday Afternoon, July 13, 3 to 6 p. m., at Genesee Valley Park.

PART I.

March—South Park.....Leon Underhill
Overture—Zampa.....F. Herold
Waltz—Moonlight on the Hudson.....A. Herman
Selection—Singing Girl.....Herbert
Sextette—From "Lucia".....Donizetti
Medley—The Limit.....Mackie

PART II.

March—Florodora.....Leslie Stuart
Overture—Pique Dame.....Von Suppe
Song for trombone—Holy City (by request).....Adams
Grand selection—Faust.....Gounod
Waltz—Newport.....Tobani
Gems of Stephen Foster.....Herman

Sunday Afternoon, July 14, 3 to 6 p. m., at Seneca Park East.

PART I.

March—The Invincible Eagle.....Sousa
Overture—Poet and Peasant.....Von Suppe
Waltz—Singing Girl.....Herbert
Selection—Princess Chic.....Edwards
Paraphrase—Lorley.....Nesvadba
Patrol—The Blue and the Gray.....Dalbey

PART II.

March—Belle of Pittsburgh.....Hall
Overture—Pancred.....Rossini
Waltz—"Don't Be Cross" Master Miner.....C. Zeller
Grand Potpourri—Operatic Airs.....J. V. Hamm
Spanish Serenade—La Paloma.....Yradier
Medley—Popular Tennessee.....Boettger

Third Concert

PUBLIC BAND CONCERT

BY THE

Fifty-Fourth Regiment Band,

F. A. ZEITLER, Director.

IN GENESEE VALLEY PARK,

Saturday Afternoon, July 13, 1901,

FROM 3 TO 6 P. M.

Under the Auspices of the Rochester Chamber of Commerce.

Program . . .

PART I.

1. MARCH—"South Park," - - - - *Leon Underhill*
2. OVERTURE—"Zampa," - - - - *F. Herold*
3. WALTZ—"Moonlight on the Hudson," - - *A. Herman*
4. SELECTION—"Singing Girl," - - - *Victor Herbert*
5. SEXTETTE—From Lucia, - - - - *Donizetti*
6. MEDLEY—"The Limit," - - - - *W. H. Mackie*

PART II.

7. MARCH—"Florodora," - - - - *Leslie Stuart*
8. OVERTURE—"Pique Dame," - - - - *Von Suppe*
9. SONG FOR TROMBONE—"Holy City," (by request) *Adams*
10. GRAND SELECTION—"Faust" - - - *Gounod*
11. WALTZ—"Newport," - - - - *Tobani*
12. GEMS OF STEPHEN FOSTER, - - - *A. Herman*

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

Fourth Concert

PUBLIC BAND CONCERT
BY THE
Fifty-Fourth Regiment Band,
(F. A. ZEITLER, DIRECTOR).

SENECA PARK—EAST,
Sunday Afternoon, July 14, 1901,
3 TO 6 O'CLOCK.

Under the Auspices of the Rochester Chamber of Commerce

Program. . .

PART I.

1. MARCH—"The Invincible Eagle" - - *Sousa*
2. OVERTURE—"Poet and Peasant" - *Von Suppe*
3. WALTZ—"Singing Girl" - - *Victor Herbert*
4. SELECTION—"Princess Chic" - *Julian Edwards*
5. PARAPHRASE—"Lorley" - - *Nesvadba*
6. PATROL—"The Blue and the Gray" - *Dalbey*

PART II.

7. MARCH—"Belle of Pittsburgh" - *R. W. Hall*
8. OVERTURE—"Tancred" - - *Rossini*
9. WALTZ—"Don't be Cross" Master Miner *C. Zeller*
10. GRAND POTPOURRI—Operatic Airs *J. V. Hamm*
11. SPANISH SERENADE—"La Paloma" - *Yradier*
12. MEDLEY—"Popular Tennessee" - - *Boettger*

AN ENORMOUS CROWD.

10,000 People Attended Band Concert at Seneca Park Yesterday.

The band concert at Seneca Park East yesterday afternoon attracted one of the largest crowds that has ever been at the place for any occasion, and all who went were well repaid for their time and trouble, the music being of the finest and up to the usual high standard.

The concert began at 3 o'clock and long before the first number, every seat in the park was occupied, and with hardly an exception, they were in the possession of the same fortunate individuals when the last piece was finished. All the numbers were well received, and encores were frequent. The band again played Sousa's "Invincible Eagle" to the great delight of the crowd. The "Singing Girl" was also enthusiastically applauded, as was the fifth selection, "Lorley."

Mr. Frank Bassett played the solos in the "Holy City," which was given again, in the most pleasing manner, doing himself great credit and proving himself an artist on the cornet.

The heavy operas of Rossini and Hamm were exceedingly well handled, all the artistic touches being brought out very prominently and the most difficult and weighty parts being handled with the utmost ease and confidence.

The day was very warm even at the park, for hardly a breath of air was stirring and the little shade in the immediate vicinity of the band stand was at a premium. Of course the shirt waist man was in great evidence, all the newest and latest designs being on display for the careful scrutiny of the ladies.

It would be no exaggeration to say that at least 10,000 people were out yesterday during the afternoon and evening, the crowd surpassing that of the previous Sunday by several thousand.

This is truly remarkable when one stops to think that they were all people who had as yet attended none of the former concerts at that place, for it is taken as a matter of course that nobody would twice submit to the treatment they receive at these concerts at the hands of the Rochester Street Car Company.

However fine the music may be, the inspiration and benefit is all lost in the vain effort to get home after the concert is over. Yesterday, although the new double track was completed, there was not sufficient power to run the cars at even a moderate rate of speed.

At one time, at the beginning of the concert, fully a dozen or fifteen cars were lined up at the entrance of the park, perfectly helpless and unable to move, there being not enough power to even move the cars for a considerable time. Scores of disappointed and disgusted people, and even some who wore the badges of visiting delegates, got out and walked through the dust, hoping thereby to enjoy a little of the music which they had paid their money to hear.

The agitated people, after sitting passively in their seats for over twenty minutes, jostled with the greatest [illegible] even the most dilapidated [illegible]

as it passed on its slow, but certain journey to the concert, and bicycle riders as they rode by, looked askance with a merry twinkle in their eyes and a look of perfect satisfaction on their radiant faces. Rec'd July 14, 1901

HEARD BAND CONCERT

More Than 10,000 Persons at Seneca Park Yesterday—Car Service Utterly Inadequate.

If in the city of Rochester there is anyone who doubts that the public band concerts in the parks are successful, that person should have been at Seneca park yesterday afternoon. The special attraction was the Fifty-fourth Regiment band, which answered all the expectations of those who expect great things from this fine musical organization.

The concert was scheduled to open at 3 o'clock and last until 6 o'clock. When it began there was a crowd of from 6,000 to 7,000 persons, and this was increased until, at a conservative estimate, there were over 10,000 in the park. The car service was something to be remembered a long time. A number of extra cars were put on, but even they would not have handled the crowd under normal conditions, and as a matter of fact they offset the good they might have done by absorbing so much power that they could hardly run at all. A number of persons complained at the park that they had been from an hour to an hour and a half getting down. The conditions when the big crowd started to return to the city were "something fierce." About thirty cars were stalled in the park for so long a time that it nearly drove the occupants frantic. About 7:30 in the evening one of the cars broke an axle.

But in spite of all the discomfort arising from the car service, the crowd went and sat around under the trees and listened to the band with great satisfaction. One of the features most noticeable was the presence of whole families in the park. This very thing was urged in favor of extending the car line into the park, there being so many families that have scanty privileges for outings, but that will embrace such an opportunity as that presented yesterday.

The programme rendered by the band was a fine one, and one suited to the occasion. In response to the enthusiastic cheers of the immense crowd, a number of encore numbers were played. Following is the programme in full:

Rec'd July 14, 1901.

PART I.

March—"The Invincible Eagle".....Sousa
Overture—"Poet and Peasant"....Von Suppe
Encore—March—"At the Pan-I-Marry-Can".....Mackie
Waltz—"Singing Girl".....Victor Herbert
Selection—"Princess Chic"...Julian Edwards
Paraphrase—"Lorley".....Nesvadba
Patrol—"The Blue and the Gray"...Dalbey
Encore—"Good-by, Dolly Gray"...Chattaway

PART II.

March—"Belle of Pittsburgh"....R. W. Hall
Overture—"Tancred".....Rossini
Encore—Cornet solo—"Holy City".....Adams
Samuel Bassett.
Encore—March—"Bunch of Blackberries".....Holzmann
Waltz—"Don't Be Cross" Master Miner .....C. Zeller
Grand potpourri—Operatic Airs..J. V. Hamm.
Spanish serenade—"La Paloma".....Yradier
Encore—"Tell Me Little Maid".....Archer
Medley—"Popular Tennessee".....Boettger

While the entire programme was enthusiastically received, the cornet solo, "Holy City," seemed to give the crowd the most pleasure.

Fifth Concert

PUBLIC BAND CONCERT
BY
DOSSENBACH'S BAND,
THEODORE DOSSENBACH, DIRECTOR.

SENECA PARK—EAST,
Saturday Afternoon, July 20, 1901,
3 TO 6 O'CLOCK.

Under the Auspices of the Rochester Chamber of Commerce

Program. . .

PART I.

AMERICA.
1. OVERTURE—Morning, Noon and Night, - *Suppe*
2. DANCE—Tomahawk, - - - - - *Herman*
3. SEXTET—Lucia, - - - *Arr. by Theo. Dossenbach*
4. SELECTION—The Wizard, - - - - *Herbert*
5. DARKIES JAMBOREE, - - - - - *Puerner*
6. HUNGARIAN—Fantasia, - - - - *Tobani*

PART II.

7. OVERTURE—William Tell, - - - - *Rossini*
8. SONG FOR CORNET— - - - *R. E. Burleigh*
9. SELECTION—Burgomaster, - - - - *Mackie*
10. HOLY CITY—4 Trombones, - - - - *Adams*
11. (*a.* March, Physical Culture—(New) *R. E. Burleigh*
(*b.* "Don't You Cry, Ma Honey, - - - -
12. GRAND FANTASIA—Albion, - - - - *Baetens*
(Scotch, Irish and English Airs.)

STAR SPANGLED BANNER.



ROCHESTER CHAMBER OF COMMERCE.

ROCHESTER, N. Y., JULY 10, 1901.

Dear

As many persons have expressed a desire to join in offering a substantial testimonial to the Reverend James Hogarth Dennis, who, for twenty-five years and more, has given his life to the poor, the weak and the afflicted, and who has worn himself out in the service of humanity, we give you the opportunity to join with us in this offering of affection and gratitude.

We are acting under authority of a public meeting of the citizens of Rochester, held in the Chamber of Commerce on the 6th day of July, at which meeting the Mayor of the City presided, and leading citizens of every church and party expressed their admiration for Mr. Dennis, and their sympathy with this movement to give him some material token of our reverence and love.

This testimonial is to take the form of a sum of money for the use and benefit of Mr. Dennis while he is resting from his labors and preparing for future work. Whatever we give, we shall give in payment for work which Mr. Dennis has done for us without compensation; and when we have given, we shall still owe Mr. Dennis a debt of loving gratitude which we can never repay.

We wish this testimonial to come from all the citizens of our city, among whom James Hogarth Dennis has gone in and out in his beautiful, patient, self-sacrificing life.

We ask each one to whom this letter comes, to send his or her contribution to our Treasurer as soon as possible, as we wish to forward this token of our love to Mr. Dennis at the earliest possible moment.

ALGERNON S. CRAPSEY,
Chairman of Committee.

JOHN M. IVES,
Secretary and Treasurer.

WHEREAS, a number of the citizens of Rochester have expressed a desire to contribute to some substantial testimonial of regard and appreciation for the Reverend James Hogarth Dennis; therefore, be it

Resolved, That the signers of the circular which called this meeting be requested to act as a committee to receive such contributions, and to dispose of them for the use and benefit of Mr. Dennis as they shall think most acceptable and useful to him.

GEORGE A. CARNAHAN,
FANNIE R. BIGELOW,
ELIZABETH WATSON,
R. R. CONVERSE,
MAX LANDSBERG,
WILLIAM R. TAYLOR,
CLARENCE A. BARBOUR,
CAROLINE STODDARD,
CHARLES P. COIT,
E. V. STODDARD,
ALGERNON S. CRAPSEY,
LOUIS COPE WASHBURN,
ISABELLE W. HOLLISTER,
NELSON MILLARD,
T. A. HENDRICK,
JOHN M. IVES, CLARA WILDER and others.

Enclosed please find check for ..... dollars, payable to the order of John M. Ives, Treasurer, to be applied to the James Hogarth Dennis Testimonial Fund.

Name .....

Address .....

ROCHESTER CHAMBER OF COMMERCE,
ROCHESTER, N. Y.

JOHN M. IVES,

Secretary Chamber of Commerce,

ROCHESTER, N. Y.

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Historic Scrapbooks Collection

Sixth Concert.

PUBLIC BAND CONCERT

BY THE

Fifty-Fourth Regiment Band,

F. A. ZEITLER, Director.

IN GENESEE VALLEY PARK,

Sunday Afternoon, July 21, 1901,

FROM 3 TO 6 P. M.

Under the Auspices of the Rochester Chamber of Commerce.

Program . . .

PART I.

1. MARCH—"Hail to the Spirit of Liberty," - - - *Sousa*
2. OVERTURE—"Jolly Robbers," - - - - *Von Suppe*
3. WALTZ—"When Knighthood was in Flower," - - *Gustin*
4. SELECTION—"Robin Hood," - - - - *De Koven*
5. CHARACTERISTIC—"Humpty Dumpty," - - - *Dalby*
6. MEDLEY—"Popular Georgia," - - - - *Boettger*

PART II.

7. MARCH—"We'll Never Haul the Old Flag Down," - *Dresser*
8. OVERTURE—"Maritana," - - - - - *Wallace*
9. SONG FOR EUPHONIUM—"Beyond the Gates of Paradise," *King*
10. SELECTION—"Florodora," - - - - *Leslie Stuart*
11. WALTZ—"L'Estudiantina," - - - - - *Waldteufel*
12. "War Songs of the Boys in Blue," - - - *Lauredean*

LOAFED IN SHADE AND LISTENED TO THE BAND

Concert at Genesee Valley Park Draws a Large Crowd to City's Pleasure Ground.

People yesterday afternoon were wondering whether they were really to expect to-day in the line of weather if yesterday was marked by just a small beginning of the hot wave from the West. The least that can be said is that it was a strong beginning. All day the city was much like an oven so far as temperature was concerned and people hurried to get out of it if possible and seek cooler places elsewhere. Everything was hot; the shade of the trees was hot; wherever electric fans were in motion they drove streams of hot air upon the persons in range.

It was hot out at Genesee Valley park. If anybody thought it might be otherwise he must have been disappointed when he arrived and found himself face to face with the reality. But disapointed or not in their search for cooling breezes, there was a large crowd at the park. It was said that those who tried to get out there early in the day experienced the usual difficulties of transportation. This was obviated before the time for return, however, and toward evening very little delay was forced upon anyone.

People at the park made the best of the hot weather. They were dressed as coolly as possible, of course, and they sat around on the benches or on the ground in the shade of the trees in a more sedate fashion than usual. Climatic conditions were not conducive to a large amount of physical activity. The promenaders were far outnumbered by those who settled quietly in one place to keep cool by keeping still.

At 3 o'clock the concert began. The Fifty-fourth Regiment Band was entertaining. The music that was played was of the usual high grade and numerous encore numbers were demanded by the bursts of applause in which the people indulged. "The Holy City" was not one of the numbers on the original programme, but the people would not go away without it and by request it was rendered as a special number. It was played as a cornet solo by Samuel Bessett. Fred Farron played the song "Beyond the Gates of Paradise" on the euphonium, an effort which was very well received. "War Songs of the Boys in Blue" was the number which called forth the greatest response and it seemed as though the crowd wanted the band to play all night by the way in which it continued the applause. Following is the programme with encores:

PART I.

March—"Hail to the Spirit of Liberty"....Sousa
Overture—"Jolly Robbers" .....Von Suppe
Encore—"Yarrup's Ideal" .....Stimson
Waltz—"When Knighthood Was in Flower" .....Gustin
Selection—"Robin Hood" .....De Koven
Encore—"Dark Town Coon Step" ....Hawes
Characteristic—"Humpty Dumpty" ....Dalby
Cornet solo—"Holy City" (by request) .....Adams
Medley—"Popular Georgia" .....Boettger
March—"Bullpasa" .....Chambers

PART II.

March—"We'll Never Haul the Old Flag Down" .....Dresser
Overture—"Maritana" .....Wallace
Song for Euphonium—"Beyond the Gates of Paradise" .....King
Selection—"Florodora" .....Leslie Stuart
Encore—"D. M. L. March" .....Farrar
Waltz—"L'Estudiantina" .....Waldteufel
"War Songs of the Boys in Blue" ....Lauredean
Encore—"Turkey in the Straw" ....Bonnell

A little after 4:30 o'clock dark clouds came up from the southwest and there was every indication of the approach of a thunderstorm. Many persons, knowing that they had had a hard time in making connections in their journey to the park, thought that if they were to have the same difficulties on the return trip there was no time to lose in making the start for home. The result was that within three-quarters of an hour more than half of the crowd had left the grounds. Those who remained found that a slight change for the better had come in the weather and that they had a little cooling breeze in which to indulge themselves.

One remark heard several times yesterday indicates the spirit in which the people are receiving the pleasant affairs given under the auspices of the Chamber of Commerce. Many were intending to remain at the park until evening should come and they were eager to have the music continued until dark. It seems that they understand the value of a good thing and think that there is no such miserable disappointment as getting too much of anything desirable. There may be such a thing as asking for too much, however, and four park concerts on two consecutive afternoons and evenings might perhaps be considered an overdose. D. C. 7/22/1

PLANS FOR RIDGE ROAD

New York Bankers With Contractors and Attorneys Will Confer With Local Directors of Electric Road This Week.

THE ROCHESTER HERALD. MONDAY, JULY 22, 1901.

INCREASED STOCK

Capitalized at $3,500,000 Instead of $1,000,000.

$3,500,000 IN BONDS ADDED

Location of New Power House To Cost $590,000 and Generate 9,300 Horse Power To Be Settled This Week—Many Possibilities in Connection With Road—Fare to Buffalo.

The arrangements in detail for the construction of the Buffalo, Niagara and Rochester Road, more familiarly known to the public as the Ridge Road trolley, will be completed this week and definite announcement can be made. At the end of the week a member of the firm of Sutro Brothers of Wall Street, who is financiering the road, and Henry McTighe of Brooklyn, who has been awarded the construction contract, will come to Rochester with their attorney to confer with the directors of the road in this city.

The capital stock of the road, it has already been decided, will be increased from $1,000,000 to $3,500,000, in addition to which will be bonds to the extent of $3,500,000, for which a consent to mortgage the road was filed in the office of the County Clerk of Monroe County Thursday afternoon.

The legal and financial arrangements have been under consideration for many months, however, and it is not expected that when the banker, contractor and attorney come here from New York this week, it will require more than a day or two to fix up these matters. One little preliminary that must be attended to this week will be to enrich the treasury of the state of New York with a check for one-twentieth of 1 per cent. on the proposed increased valuation of $2,500,000, the road having been already incorporated for $1,000,000. No corporation tax is paid on the bonds, but the state demands a percentage on all capital stock.

The company made a slight gain by reason of the delay of the State Railroad Commission to grant them a franchise three months ago. Until the last Legislature passed the act reducing the incorporation tax from an eighth to a twentieth of 1 per cent. the incorporation tax on the original $1,000,000 was $1,250, while the tax on the proposed $2,500,000 is only $1,250. Under the old rate it would have been $3,125, a saving of $2,000.

Locating Power House.

But matters that require more figuring than the financial question will demand the attention of the managers this week. The first important matter to be decided promptly and definitely is the location of the new power house. The plans have already been completed for a new power house to cost $595,000 and capable of generating 93,000 horse power. It is not expected that the electricity can be generated with water power and it is planned to operate with steam power, but it will be necessary to locate the power house where there is some water for use in the boilers and other purposes. Three locations are said to be in contemplation, Oak Orchard, Medina and Eighteen Mile Creek, near Lockport. Water can be obtained from Oak Orchard Creek at the first two places.

Provision will be made for manufacturing 92,000 horse power, which is about twice as much as will be needed to operate the line between Rochester and Buffalo. Engineer William C. Gray, who was seen by a Herald reporter yesterday, explained there was a two fold object in constructing a plant of this size. He said the power would be divided into what is technically known as four units. Two units will be used daily for operating purposes; the third unit will be drawn on for power during the rush of the summer season and the fourth unit will be a reserve power in case of any accident or breakdown.

Provisions for Expansion.

A second reason, which is only hinted, is the probable expansion of the road by a year or two by constructing spurs to various points from the main line.

The new Genesee and Orleans road, for which the State Railroad Commission issued a certificate last week, runs at right angles crossing this road. It is quite likely the Ridge Road will run a number of excursions to Oak Orchard, which is the terminus of this new road, using the trackage of the new road for about nine miles from the junction to Oak Orchard. It is possible that the Ridge Road people might furnish power for this other road if they are planning to [illegible] Boat. The new road, [illegible] already [illegible]

the directors being George W. Aldridge.

In the near future a number of other spurs will be constructed either by the Ridge Road managers or by the independent companies, as in the case of the Genesee and Orleans road. All these spurs will serve as feeders to the Ridge Road and serve to increase business.

Rush Orders Were Placed.

It was anticipated several months ago that the franchise for the Ridge Road would be granted early in the spring, and the managers were all prepared to make extra efforts to rush the construction so they might get a share of the Pan-American travel. At that time Contractor McTighe placed conditional rush orders and promised to have the road in operation within four months from the time he started work. There is no special object in rushing the construction at this time at such a rapid rate, the only aim being to complete the work during the pleasant weather and before the snow flies. Whether the contractor's orders that would enable him to complete the work in four months can now be filled in such a short time is not known by the local promoters and it will be impossible to fix the date of completion until the contractor reaches here this week.

In the main the work of grading and construction is inexpensive and easy. According to Engineer Gray, there is one stretch of 10,000 feet where there is not a difference of six inches in the grade of the road. In some parts of the road there will be required considerable bridge building and trestle work, the large sum of $385,000 being set aside in the engineer's estimates for this purpose. The only grade in this vicinity will be the crossing over the Central and Buffalo, Rochester & Pittsburg tracks immediately outside the city near Lincoln Park. The electric road cannot cross the steam roads at grade but will construct an overhead crossing.

Work of Construction.

It is expected to occupy the side of the road for many miles, so as not to interfere with carriages, bicyclists or pedestrians. In no place will the splendid new state road recently constructed under the Higbie-Armstrong act in this county be disturbed. The south side of the road will be followed and there will not even be a cross over for miles.

The work of construction will be begun in four places simultaneously along the road, one point being from the starting place on Lake Avenue. It is possible that if the laying of rails and the stringing of wires is sufficiently well along that the eastern portion of the road will be opened so as to make a bid for the enormous amount of fruit that is to be transported this fall.

Engineer Gray said the only difficulty in opening the eastern portion in the fall was the lack of electricity. It looked as if it would be difficult to buy any electricity whatever temporarily before their new power house is equipped.

The Rochester Railway Company is handicapped for electricity for its own use, and will have none to sell until its own new power house is constructed. The power house of the Citizens Light and Power Company will, according to plans, be ready about January 1, but not before. In fact, there will be no difficulty about buying all the power that is wanted next year, but it is doubtful if any extra power can be bought this fall, whatever the necessity.

An Entrance Into Rochester.

Another quite important point to be decided soon is the entrance of the road into Rochester. Passengers and freight cannot be dumped at the end of the Ridge Road outside the city limits and be transferred to the city lines over the Lake Avenue line. The Ridge Road must be prepared to land its passengers at the Four Corners as the other suburban roads are now all doing.

Of course one way would be to do as the other roads are doing, rent trackage from the Rochester Railway Company. This may be done, the cars running up Lake Avenue and State Street to the Four Corners.

There is some objection to running into the city on these tracks, however. One objection is that the tracks are already crowded during the summer with the Charlotte cars. Another objection is that the company has not replaced the rails for this distance with heavy rails, as has been done in many sections of the city. The cars of the Ridge Road will be very heavy and at times will be run like trains three or four cars connected.

City Streets Wanted.

In case the trackage of the Rochester Railway Company is not used, the Ridge Road will endeavor to secure its own entrance into the city. The first street that will be sought will be Dewey Avenue. Next the road may go through Thompson Street or through West Street if the extension through the grounds of the State Industrial School grounds is made as planned this fall. The road will reach Main Street by coming through Ford Street [illegible] built at Ford Street where freight will be dropped but the passenger cars will continue down the West Main Street lines of the Rochester Railway Company to the Four Corners. This distance from the West Avenue bridge to the Four Corners will be the only use made of the tracks of the Rochester Railway Company in that case.

The suggestion was made that in case the Ridge Road managers refused to rent the tracks of the Rochester Railway Company, the latter company might not be anxious to let the heavy cars run only on West Main Street where traffic is already congested. The statement is made, however, that there is a section in the railroad law, permitting one company to use the tracks of another company for the short distance of 1,500 feet in any event. In case of a disagreement over the rental to be paid, provision is made for settling the dispute by arbitration, each company appointing one arbiter and these two to chose a third man. So the Rochester Railway Company could make no objection to the use of its tracks from the West Avenue bridge, if it was desired.

Two Public Market Suggestions.

Incidentally in this connection, the suggestion is made for a west side public market at this point near the West Avenue bridge, where the large amount of fruit, vegetables and garden produce can be delivered that is gathered all along the Ridge Road from Lockport to Rochester. This, however, is a matter for later consideration.

Another suggestion in this same connection is the possibility of running a spur across the Driving Park bridge in order to connect the Ridge Road directly with the new east side market that it is proposed to establish by the city authorities. This will bring into an east side market not only the produce of Irondequoit, Webster and the east side towns but would be given direct connection with the west side towns.

The managers of the Ridge Road are planning to do a large amount of freight business. As has been expressed, the road runs through ninety miles of garden. West of Lockport there is little garden land and it is expected the road will deliver a large amount of garden truck directly into the Buffalo market, where the demand always exceeds the supply.

Three Classes of Cars.

It is planned to run three kinds of cars on the road. First will be local cars with freight cars attached that will stop on signal at every farm house. Next will be semi-local cars that will stop only at certain fixed stations. Third will be through express trains that will make only one stop, at Lockport, between Rochester and Buffalo. The fastest express trains will, including the stop, make 21 miles an hour; very fair time even for a steam railroad. It is figured that the time between Rochester and Buffalo on these express trains will be under four hours, which is nearly as fast as is made along the same route—the Falls road—between the same points on the New York Central. On the direct line of the Central, the time is less, the average being over two hours on the through trains, making only a single stop.

When Work Will Begin.

The exact time for beginning the actual work of construction cannot be told until the arrival of Contractor McTighe of Brooklyn at the end of the week. Engineer Gray said yesterday, however, that he was hopeful the work might begin within one month and thought it could not be delayed longer than six weeks. There will be no great rush about completing the work as it is of no special advantage to open the road in the winter season, but the road will be opened in sections as the work progresses, provided, as stated, electricity can be procured from outside parties before the new power house is completed.

Connections With Other Lines.

While the Ridge Road is an independent road, its completion will open a wide field of operation. It is hoped the franchise for the Rochester and Eastern road running from Rochester to Geneva, via Canandaigua, in which Detroit capitalists are mainly interested, of whom Eugene H. Saterlee is the chief local representative, will be granted so that the road can be completed before the end of the year. Cars will undoubtedly be transferred between these two roads and considerable freight will be handled in common. Another road with which similar connections will be made is the proposed line from Rochester to Dansville. A third road is the new belt line connecting the east side towns. Similar transfers can also be made with the Bodus road.

Engineer Gray is now making surveys for the line between Rochester and Syracuse, following the main line of the Central road and permits have already been secured from most of the numerous villages that dot the line between Rochester and Syracuse. The connection between this new direct line to Syracuse and the Ridge Road will be close, according to present indications.

Connecting Lines to New York.

The road from Syracuse to Rome is now under way and the road from Rome to Utica is in operation. Almost the entire distance between Utica and Albany has been constructed or projected and there are few if any gaps between.

The Hudson River Valley road is under the control of the Young-Brady syndicate, the same syndicate, by the way, that controls the Citizen Light and Power Company of this city. The road has already been completed from Albany as far as Hudson and is progressing rapidly towards New York.

It has often been predicted that there would be at some time a direct electric line between Buffalo and New York and a year ago, while this prediction seemed reasonable, judging by past experience, no one dreamed the prophesy was so near fruition. Inside of one year more the [illegible] is to be complete, if only the

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...first for some of Vermont. Mergers, to unite the half dozen branches to form a direct and continuous electric line between Buffalo and New York under a single management, with numerous feeders running in all directions and making a net work of electric roads all over the state.

Only last Saturday, the telegraph columns of The Herald announced the consolidation of a number of electric lines centering in Cleveland and running to Detroit, with a line projected from Cleveland to Buffalo. The capital stock of this Ohio company is given at $100,000,000.

It may not be more than two or three years at the outside when it will be possible for a traveler to board a trolley car at New York City and go straight through to Chicago or a continuous and direct electric line, if he desires to make the trip.

Fares to Buffalo.

An interesting question arises whether the construction of the new Ridge Road may not ultimately reduce the permanent fare between this city and Buffalo over the lines of the New York Central. If through express trains at the rate of 21 miles an hour are to be run on the electric line with only one stop between Rochester and Buffalo, it is natural to suppose that it is expected to procure considerable through passenger traffic. The regular rate on the Central is $1.25 and of course, in order to secure much business, it will be necessary for the electric road to shade this price somewhat, although in pleasant weather many passengers might prefer to take the trip over the electric line for its novelty.

No rate has been definitely fixed by the electric road managers between Rochester and Buffalo but the highest rate suggested is $1.25 and it is possible to hope that a flat dollar rate may be made on through business, if the competition becomes hot.

The Central is now making an excursion rate to Buffalo, good for two days, for $1.50 for the return trip, making only 75 cents each way. Of course this rate is only temporary and will end when the Pan-American Exposition closes.

But with the competition that may be furnished by the Ridge Road it is possible that within a year a permanent excursion rate as low as $2 or $1 each way might be granted.

There are many possibilities for the development of Rochester and Buffalo by the construction of this net work of trolley roads of which the Ridge Road is so important a connecting factor. They will bring thousands of farmers of Western New York into closer touch with the two large cities and to a marked degree swell their business and trade.

The outcome of the conference to be held here at the end of the week between the directors of the Ridge Road and its New York backers will be awaited with considerable interest by Rochesterians.

A New Telephone Feature.

H. W. Pope, General Manager of the Bell Telephone Company, has inaugurated a feature new to the telephone business which undoubtedly will be generally adopted by the telephone companies, notwithstanding the considerable expense it involves.

Hereafter the number of subscribers' stations and the names of subscribers will be published at intervals in the daily papers as the stations are installed. This will obviate the necessary delay arising in the publication of the telephone directories, which occupy generally a whole month in their compilation, publication and delivery. The directory is reaching enormous proportions and some way had to be devised to overcome the delay in the publication of the subscribers' names. Several hundred stations have been installed in Rochester since the addendum of April 1 and these names will now be published in lots of fifty until the names are brought up to date, after which they will be published in lots of about the same number, or according to the rapidity in which they are installed. Subscribers clipping the lists from the daily papers as they appear will at all times have the names complete and up to date.

STORES MAY CLOSE SATURDAY AFTERNOON

Many Prominent Firms Have Already Signed the Agreement.

A movement has been set on foot by the Chamber of Commerce and certain merchants to make Saturday afternoon a half holiday in all the business houses in the city during the summer season. From many points of view the innovation seems to be very desirable, and if as much success attends the efforts of the solicitors in the next day or two as has been the case in the days already devoted to the project, it is likely that the change will be made. Most of the important business houses have already signed the agreement, and it is hoped and expected that all the others will do so to-day.

The following is the agreement which is meeting with such a full and ready response:

We, the undersigned, hereby agree to close our places of business at 1 o'clock on the afternoons of Saturday during the months of July and August, and the first Saturday in the month of September, 1901, providing all houses in our line agree to sign this agreement.

The following firms had affixed their signatures to the paper up to last evening:

Burke, FitzSimons, Hone & Co.
Weaver, Palmer & Richmond.
The MacMahon Special Co.
Page & Son Harness Co.
F. W. Woolworth & Co.
William Eastwood & Son Co.
Bibler, Lindsay & Curr Co.
Williamson Law Book Co.
[illegible] A. & P. Tea Co.
[illegible] & Matthews Co.
[illegible] Wetmore & Co.
McCurdy & Norwell Co.
The Dollar Hat Store.
W. H. Reilly.
Howe & Rogers Co.
Garson & Wood.
Henry C. Wisner.
Gormly Bros.
Mathews & Boucher.
Humburch Bros.
Louis Ernst & Sons.
Mabbett & Morgan.
J. R. White.
Joseph P. Doyle.
H. B. Graves.
E. J. Scheer & Co.
Meng & Shafer.
M. L. Maloney.
G. & C. Schminke.
The Sunderlin Co.
Parkhurst & Jones.
C. F. Wolters.
Meng & Shafer.
The Berlin.
Bickford Bros.
George W. Davis.
W. H. Glenny & Co.
W. L. Douglass.
Heywood Shoe Co.
Fahy-Schantz Co.
Enterprise Millinery.
Wightman & Co.
Gould, Lee & Luce.
Crippen Bros. & Flora.
Whitlock Bros.
F. G. Ranney.
Colby & Ament.
Chamberlain Rubber Store.
Rochester Rubber Co.
W. H. Gay.
E. C. Bickford.
Weis & Fisher Co.
M. Goodman.
Bausch & Son.
Rudolph Schmidt & Co.

MANY ELECTRIC ROADS CONVERGE AT ROCHESTER

Advantages Accruing to City, Village and Farming Community.

Increased Activity Among Promoters of Electric Railway Which Have Rochester as Their Objective Point—Some Highly Important Long-Distance Lines—The Rochester Belt Lines—Rapid Growth of the New Method of Transportation.

Democrat July 28 01

The granting of a franchise for the construction of an electric railway from Rochester to Lockport, Buffalo and Niagara Falls, has greatly stimulated the trolley road industry in this vicinity, and, from surface indications, it would appear that Rochester is destined to be the converging point for many of these roads.

Rochester is already provided liberally with suburban electric lines. The longest of these lines already in operation extends from this city over the high road east of the Genesee river to Sodus Bay, a distance of nearly forty miles. It passes through the villages of West Webster, Ontario, Williamson and Sodus, its eastern terminus being at the well known pleasure and health resort on Sodus bay. The Rochester & Sodus Bay railway has already become an important factor in the trade of this city, and at the same time merchants in the villages along the route claim that it has benefited their business. Another effect of the road is seen in the erection of many new houses for rural homes between the villages.

The Rochester & Irondequoit railway is now operated by electricity to the Sea Breeze, on Lake Ontario and Irondequoit bay, and is largely patronized by farmers and others residing along the line. Next to the westward is the Windsor Beach railway, also operated by electricity, which runs over the East Side boulevard to Summerville and Windsor Beach. Then comes the oldest of Rochester suburban electric railways, the line from Rochester to Charlotte and Ontario Beach, which runs over the West Side Boulevard.

The Manitou Beach electric railway connects with the Charlotte railway, and extends eight miles along a beautiful stretch of lake shore to Braddock's bay and Manitou.

Besides the important Rochester, Niagara Falls & Buffalo electric railway, which has been referred to, there are several lines projected, which have Rochester as their objective point. Much reference has recently been made to the Rochester & Southern electric railway, which is second in importance only to the Ridge road trolley to Niagara Falls and Buffalo. The Rochester & Southern is intended to extent from this city to Hornellsville, bringing within reach of this city many towns to which it is now only accessible with much difficulty. This line will absorb the trolley road from Honeoye Falls to Lima, which is now doing a very large freight and passenger business, in direct competition with a standard steam railway. Perhaps one of the most important features of the Rochester & Southern railway will be the branch extending from Lima to Honeoye village, at the foot of Honeoye lake. It will open a country which has been practically shut out from profitable markets, although it is in the heart of one of the most productive valleys in all of Western New York. It is stated by those who are familiar with conditions in the upper valley of the Honeoye outlet that the road will double the value of farming lands in that vicinity. It will enable the farmers and fruit growers to market their products at a profit; something which has heretofore been impossible.

Franchises are now being sought which will group another set of electric railways, which will also connect Rochester with Buffalo by way of Batavia and which have been detailed at length in the Democrat and Chronicle. It is understood that the men interested in the Rochester, Niagara Falls & Buffalo railway have already negotiated for the right of way for a branch of the main line to Holley, and it is considered not unlikely that other branches will be constructed to other villages, thus forming a network of electric railways through the lake tier of counties.

To the eastward and south of this city much activity in electric railway matters. It is considered certain that the company desiring to build an electric railway from Rochester to Geneva, by way of Canandaigua, will soon be awarded a franchise, and many villages will then be brought into connection with each other and the two terminal cities, Rochester and Geneva.

The Belt Line electric railway, which is to extend from Brighton to Pittsford, Penfield and Fairport, and thence to Rochester again, is considered a very important road, on account of the rich farm and truck gardening territory it covers, as well as the prosperous villages named. Although the right of way is be very long, comparatively speaking, it is not the least important of Rochester's suburban electric connections.

It is understood that the electric railway which is projected westward from Syracuse, has made trackage engagements with the Rochester Belt Line by which it will use the tracks of the latter from a point between Fairport and Penfield to this city. It is intimated that the Syracuse road is the line to which reference is to traverse the entire length of the state.

It will be seen by this superficial review of electric railway enterprises in this vicinity that opportunities will not be lacking for the people within a wide radius to reach this city conveniently. It was said by a member of the electric railway commission, on one of its numerous visits to Rochester in holding up the franchise of the Rochester, Niagara Falls & Buffalo railway, that the people of this section were "trolley mad." Careful investigation, however, shows that the people living within fifty or more miles of Rochester, instead of being "trolley mad," have simply come to recognize the value of the modern, cheap and convenient trolley road, both for passengers and freight, in demanding these facilities they are, as they properly think, simply asking for that which will enhance the value of their farm and village property, and bring them within easy reach of the city, with its advantages in the way of markets, trading and university opportunities. Indeed, instead of meriting the reproach of being "trolley mad," the people within the large territory properly tributory to Rochester appear to be trolley sane.

FOX TYPEWRITER PLANT.

It May Be Brought Here From Grand Rapids, Mich.

Negotiations are in progress between the Chamber of Commerce and the Fox Machine company, of Grand Rapids, Mich., looking towards the removal of that Michigan typewriter plant to this city. Post Express July 26 01

The Fox plant in Grand Rapids is turning out ten machines daily, but Mr. Fox, it is understood, is dissatisfied with the facilities afforded for his business in the Michigan city and is anxious to come East where he can have facilities for enlarging the capacity of his plant to fifty machines per day.

His representative here has been in consultation with Secretary Ives of the Chamber of Commerce during the present week and a letter was sent to Mr. Fox to-day setting forth the inducements which Rochester has to offer for the removal of his plant to this city.

TODAY AFTERNOON BAND CONCERT AGAIN

Dossenbach's Band Furnished Attraction for Seneca Park East Yesterday.

The second Saturday afternoon concert of the series being given this season under the auspices of the Chamber of Commerce, occurred yesterday afternoon at Seneca park east by Dossenbach's Band. The first was given a week ago at Genesee Valley park.

The weather was just right for the people to experience full enjoyment. The day was not too warm for everyone to feel reasonably comfortable out under the shade of the great trees, where a slight breeze from the southwest swept across the river and created enough atir in the air to prevent any feeling of sultriness. Late in the afternoon there were signs in the heavens of rain, but they passed away and a beautiful evening came on. There were many people out with lunch baskets to take advantage of the pleasant conditions, and to eat their supper in the open air before returning to their homes. The crowd was of sufficient size and character to demonstrate the fact that the people of the city are appreciative o f their privileges, and are lovers of good music as well. When the project now being agitated by the Chamber of Commerce to secure the closing of the business houses on Saturday afternoons has been successfully accomplished, there will be many more people who will take advantage of their newly acquired half holiday to enjoy a little outing on one of the magnificent parks for which the city of Rochester is justly famous.

The concert presented yesterday was of a very high order, and won the applause of the people many times. The breeze was just right to carry the music off across the fields, and passengers o nelectric cars bound to and from the city from Windsor Beach could hear the melody while still at a considerable distance. The following programme was rendered:

PART I.

"America"	Smith
Dance—"Tomahawk"	Suppe
Sextette—"Lucia"	Donizetti
Selection—"The Wizard"	Herbert
"Tarifa Jamboree"—Descriptive	Arr. by Theodore Dossenbach
Hungarian Fantasia	Tobani

PART II.

Overture—"William Tell"	Rossini
Song for Cornet—"Love's Old Sweet Song"	Molloy
Encore—"In the Honeysuckle Trouble"	March R. N. Burleigh
Selection—"Turcomania"	Jacobi
"Holy City" (four trombones)	Adams
March—"Physical Culture" (new)	H. H. Burleigh
"Don't You Cry, Ma Honey"	Bastens
Grand Fantasia—"Albion" (Scotch, Irish and English Airs.)	Bastens
"Star Spangled Banner"	

Encores—
March—"Bell Boy" Ashton
March—"Spirit of Liberty" Rosan
March—"Clear Up the Band" Clark
March—"The Maltnee Girl" (new) Hall

The cornet solos and the trombone quartette were particularly pleasing to the audience, who insisted upon encores. "The Holy City" still retains its hold on the affections of the people, and seems to be an almost necessary number on the programme of every band concert. There were people yesterday at the park who confessed that the principal reason why they had come was just to hear this famous song.

It has been said, and with considerable truth, that a Rochester audience is remarkably cool and unresponsive. An instance was to be noted yesterday. When the band arose to play the closing selection, the "Star Spangled Banner," scarcely more than half the people present stood upon their feet.

The car service yesterday was fairly good. The crowd was not nearly so large as the Sunday afternoon crowd, and very little difficulty was experienced in accommodating the people to a reasonable extent. Of course, one of those accidents which have been of so frequent occurrence as to be considered quite a commonplace occurred yesterday in the temporary failure of the power and the delay of all cars on the line for a half hour or so. But perhaps these little things cannot be helped. Democrat 7/28/01.

To-day the concert will be given by the Fifty-fourth Regiment band at Genesee Valley park. If the day is fair a tremendous crowd may be expected.

CONGRATULATIONS.

The Times joins with the general public in heartily congratulating the employes of local business houses, and the employers themselves, on the success of the movement for Saturday afternoon closing during the summer months. It is a plan fraught with humane features and one which should have been adopted long ago.

Congratulations are also in order for certain classes of merchants for whom Saturday is always a good business day, at the sacrifice of some busi- ness these firms have withdrawn their objections and a commendable spirit and have affixed their signatures to the agreement. The Times 7.28-01

It is safe to predict that after the Saturday closing plan receives its trial this summer there will be no difficulty in securing its more expeditious and unanimous adoption in succeeding years.

ANOTHER CONVENTION.

Those Interested in Deep Water Way to Meet in Rochester.

Secretary Ives to-day received the following letter from Francis Wayland Glen, secretary of the National Continental Union league, regarding the deep waterway convention to be held in Rochester the latter part of September:

New York, July 22, 1901.
Mr. John M. Ives, Secretary Rochester Chamber of Commerce, Rochester, N. Y.:
My Dear Sir—Yours of the 18th inst. came duly to hand. Its contents have been noted, and in reply beg to say that it will give me unbounded pleasure to attend a deep-waterways convention at the Power City. It was near Rochester that I was educated (Clover street seminary), and at Rochester I began my business and public career. It was there that I won the heart and hand of the holy marriage of Harriet Frances Hall, who for five and twenty years, with joy unspeakable, I called her my wife. Her earthly remains lie at rest in Mt. Hope, the most beautiful cemetery in North America, and when God calls me I anticipate that mine will rest beside hers.

It was from Rochester that I removed to Oshawa, upper Canada, to take an active interest and take part in public affairs of British North America.

I assisted in fighting and winning the battle for representation according to population, one day elections upon the same day in all Ridings, the secret ballot and a stringent anti-bribery election law. The contest for manhood suffrage was almost won when I returned to this country.

In 1878 I received a unanimous nomination from the liberals of the South Riding of Ontario to represent them in the Dominion parliament. Before I accepted the nomination I openly declared to the delegates present that I was in favor of government of, by and for the people and intensely opposed to government by the few over many for the benefit of the few, and that if my views were acceptable to the convention I would accept the nomination but not otherwise. The convention heartily cheered my declaration and I became its candidate for election. During my eight years as a member of parliament I never gave a vote that directly or indirectly retarded the consummation of continental union.

Believing as I do that this republic is the grandest and noblest incarnation of the spirit of the sermon on the mount, expressed in legislation and the administration of justice that the world has ever known, I believed it to be my bounden duty to humanity to at all times, in all places, to do and to act for the promotion of the influence, prestige, power and glory of the flag all true Americans, native or foreign born, love so wisely and so well.

In 1891 I returned to my native land and have been ever since a persistent advocate of the complete emancipation of this hemisphere and all of its dependies from European domain, dominion and control and its dedication to the uplifting of humanity through peaceful industry, or, in other words, the creation of a greater United States, extending from Newfoundland to Vancouver and from the Gulf of Mexico to the Arctic, including Hawaii on the west (but not the Philippine islands) and all the islands to the east, which, as satellites to a planet, belong to North America.

By deepening the Genesee river from the lower falls to its connection with Lake Ontario and by constructing extensive breakwaters east and west at the entrance of the river, a safe and commodious harbor can be created accessible to vessels in all kinds of weather with ample wharfage facilities for loading and unloading at the same time a very large number of sea going vessels.

When the canals proposed in my letter addressed to that great and loyal American, the Honorable Andrew H. Green, the father of Greater New York, a vessel of 10,000 tons capacity can then pass from your city to tide water upon the Atlantic sea coast at Montreal or New York, or to the Gulf of Mexico via Chicago without breaking bulk.

The city of Manchester expended $100,000,000 to become a seaport. When the proposed canals are constructed the expenditure of $10,000,000 in dredging and constructing breakwaters and wharves will make Rochester a seaport with better facilities for loading and discharging cargoes than Manchester ever can have.

When the proposed canals are open to the public no railway combination can be organized and maintained which will rob either the producer or consumer.

I am opposed to all legislation which attempts to force railway managers to reproduce the charge for distribution by competition, but I heartily favor the construction of deep waterways by the national government which will forever make such railway combinations against the public welfare impossible and ineffectual.

Railways have rendered beneficent service to humanity, and will continue to do so throughout all generations, and I would so throughout all generations, and I would permit their managers to organize and maintain any and all forms of combination which will enable them to reduce the cost and charge for distribution, and then compel them to make a reasonable charge for the service they render by constructing deep sea canals or waterways wherever unjust railway combinations are attempted.

You will observe that the construction of the Trent Valley canal and the Georgian bay and Ottawa river canal makes islands of Eastern and Western Ontario, and a sea coast (practically) of the southern boundary of Northern Ontario from the city of Ottawa to the eastern boundary of Manitoba.

There is more iron ore in Ontario between the Ottawa river and the eastern boundary of Manitoba than there ever was in the state of Pennsylvania, and the white pine timber standing in the province of Ontario at the present time is worth $1,000,000,000, when these canals have been constructed.

When a deep sea canal has been constructed from Lake Superior through Rainy river and the Lake of the Woods to Winnipeg on the Red river, water communications will have been opened from Rochester to Edmonton on the Saskatchewan river which is 1,500 miles northwest of St. Paul, and where wheat of the best quality can be grown and where cattle can thrive outdoors all winter feeding upon the rich grass which grows at the eastern base of the Rocky mountains.

The Saskatchewan valley has an area of 40,000 square miles. Manitoba has an area of about 100,000 square miles and the province of Ontario an area of 220,000 square miles. This vast territory will be open to the merchants, bankers, manufacturers and shippers of Rochester by the construction of the canal under discussion.

I hope to publish, before the convention meets, in pamphlet form, a work showing, in complete continental system of deep sea canals, some twenty-five in number. The maps are now being made to illustrate my views, and to show at a glance the importance of each and every canal proposed in lessening the cost and charge for distribution throughout the continent of North America.

The National Continental Union league will hold its annual meeting [illegible] Sept[illegible]

Post Express July 24 01

[illegible] members of the Rochester Chamber of Commerce to be present at that meeting. Permit me again to thank you for your kind invitation to be present at the meeting of the deep sea waterways convention to be held in your beautiful city.

With best wishes for the success of the cause we advocate, I remain, my dear sir, Yours faithfully,

Francis Wayland Glen,
Secretary and General Manager.

SATURDAY HALF HOLIDAY IS ASSURED TO CLERKS

Practically All Merchants Have Signed the Agreement and the Plan Goes Into Effect This Week—Stores That Are to Be Closed.

Saturday half-holidays for the clerks and other employees of the retail stores of Rochester during the remainder of the season are assured. The movement was started only a few days ago, but it caught on at the start, and little difficulty was experienced in getting practically all employers to agree to close their places of business at noon Saturdays the remainder of this month, all of next month and the first week in September.

All that was needed, apparently, was some one to take the initiative in the matter. The Chamber of Commerce did that, and found the merchants of the city practically one in indorsing the plan. It is believed that the season's business will show no loss as a result of the closing of the stores at noon Saturdays, and all employers believe they will be gainers in the efficiency of the service of their clerks.

Already cards bearing the announcement "this store will be closed Saturday at noon" are to be seen in a number of retail establishments, and to-day and to-morrow will bring about the display of the signs in a great many more cases, as the half-holiday plan is to go into effect this week. Following are the names of the individuals and firms that have signed the agreement to close their stores from noon Saturday until the usual hour of opening for business Monday mornings:

We, the undersigned, hereby agree to close our places of business at 1 o'clock on the afternoons of Saturday, during the months of July and August, and the first Saturday in the month of September, 1901, provided all houses in our line agree to sign this agreement.

Burke, FitzSimons, Hone & Co.,
William Eastwood & Son Co.,
W. H. Reilly & Co.,
W. L. Douglas Shoe Co.,
McCurdy & Norwell Co.,
Heywood Shoe Co.,
Sibley, Lindsay & Curr Co.,
Beadle & Sherburne Co.,
Fahy-Schantz Dry Goods Co.,
Enterprise Millinery,
Wightman & Co.,
J. R. White,
W. H. Rice,
Joseph P. Doyle,
H. H. Graves,
Howe & Rogers Co.,
Garson & Wood Furniture Co.,
Henry C. Wisner,
Gormly Bros.,
Williamson Law Book Co.,
Scranton, Wetmore & Co.,
Mathews & Boucher,
Weaver, Palmer & Richmond,
Humburch Bros.,
Meng & Schafer, Main street east,
E. J. Scheer & Co.,
M. J. Maloney,
The McMahon Special Co.,
The Dollar Hat Store,
Mabbett & Morgan,
Page & Son Harness Co.,
Louis Ernst & Sons,
G. & C. Schminke,
F. W. Woolworth & Co.,
The Sunderlin Co.,
Parkhurst & Jones,
C. F. Wolters,
Meng & Schafer, State St. & W. Main,
The Berlin,
Bickford Bros.,
George W. Davis & Co.,
Crippen Bros. & Flora,
Whitlock Bros.,
F. G. Ranney,
Colby & Ament,
Chamberlain Rubber Store,
Rochester Rubber Co.,
W. H. Gay,
E. C. Bickford,
Weis & Fisher Co.,
M. Goodman,
Bausch & Son,
Rudolph Schmidt & Co.,
E. S. Ettenheimer & Co.,
W. D. Scofield,
Charles H. Judson,
A. E. Fisher & Co.,
Henry Osmisch,
John C. King,
John H. Hill,
Emerson Shoe Store,
Rochester Underwear Store,
J. Rice Sons,
D. M. Garson,
McFarlin Clothing Co.,
Union Clothing Co.,
Straus Bros.,
Empire Moulding Work, Art Dept.,
James J. Haines,
Oaks & Calhoun,
W. E. Miller,
Ripley's Millinery House,
Mrs. Augusta Dent,
E. J. Esser,
C. M. Page,
George Weldon & Co.,
W. M. Hoyt,
Osterman's Magic Clothing Parlors,
Jackson's Arcade Book Store,
Gould, Lee & Luce,
John Brodie,
F. P. Van Hoesen,
Frank H. Callister,
J. E. Smith,
Henry Lester,
J. Sage,
Sullivan Bros. Wagon Store,
B. C. Emerson,
M. W. Rundel,
The Regal Shoe,
Henry J. Klee,
W. V. Gmeser Co.,
J. G. Leitwieler & Sons,
Barnard, Porter & Viall,
The Clark Paint, Oil & Hardware Co.,
Haskins & Collyer,
James H. Brown,
George H. Broadhead,
National Clothing Co.,
Joseph Engel,
S. D. Burritt,
Welsbach Commercial Co.,
J. Taylor & Sons,
C. L. Jones & Co.,
Henry Likly & Co.,
S. B. Thing & Co.,
J. J. Zeller,
William Kenealy,
Frank A. Sleverman,
William B. Burke,
Charles S. Gibbs,
R. H. Atkin.

Democrat July 25 1901

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

Seventh Concert

PUBLIC BAND CONCERT

By **Dossenbach's Band**

THEODORE DOSSENBACH, Director.

Assisted by MR. FRED. REMINGTON, Cornet Soloist.
SIGNOR JNO. MELLINA, Euphonium.

IN GENESEE VALLEY PARK,

Saturday Afternoon, July 27, 1901,

From 3 to 6 o'clock.

Under the Auspices of the Rochester Chamber of Commerce.

PROGRAM.

PART I.
"AMERICA"

1. OVERTURE—Hungarian Lustspeil - - - - *Keler Bela*
2. DANCE—Serpentine - - - - - - *Herman*
3. SELECTION—The Rounders - - - - - *Englander*
4. (a) Hearts and Flowers - - - - - - *Tobani*
   (b) The Busy Bee - - - - - - - *Theo Bendix*
5. CORNET SOLO - - - - - - - - *Selected*
   MR. F. REMINGTON.
6. POPULAR TEXAS MEDLEY - - - - - *Boetger*

PART II.

7. OVERTURE—Semiramide - - - - - - *Rossini*
8. EUPHONIUM SOLO—Old Folks at Home - - *Stewart*
   SIGNOR JNO. MELLINA.
9. SELECTION—Il Trovatore - - - - - *Verdi*
10. DOUBLE QUARTETTE—Praise Ye the Father - *Gounod*
    F. REMINGTON, R. E. BURLEIGH, RAY BETTYS, A. RHODE — Cornets
    SIGNOR MELLINA, GEO. BEISHEIM, H. HERBST, JOS. WINENUR — Trombones
11. (a) Passing the Cotton Field - - - - *Herbert Clark*
    (b) MARCH—Cinderella Soot - - - - - *Yahrling*
12. MARCH—Tannhauser - - - - - - *Wagner*

STAR SPANGLED BANNER

Eighth Concert

PUBLIC BAND CONCERT

BY

Hebing's Artillery Band

GEORGE HEBING, Director

IN SENECA PARK, EAST

Sunday Afternoon, July 28, 1901

FROM THREE TO SIX P. M.

Under the Auspices of the Rochester Chamber of Commerce

Program

PART I

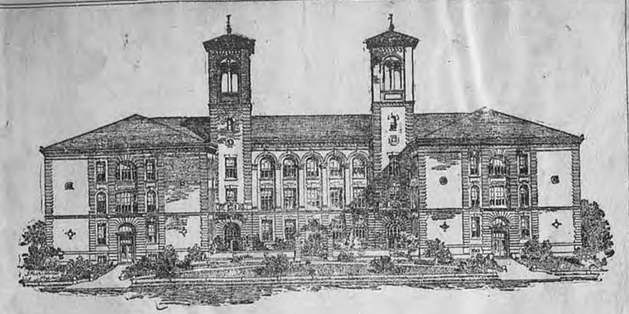
1. OVERTURE—"Summer Night's Dream," - - - *Suppe*
2. ARIA—CUJUS AMINUM, - - - - - - *Rossini*
3. INFLAMMATUS—STABAT MATER, - - - - *Rossini*
4. COON BAND CONTEST, - - - - - *Pryor*
5. A LA VALSE INVITATION, - - - - *Weber*

PART II

6. MINUET—"The Famous," - - - - *Paderewski*
7. SELECTION—"Burgomaster," - - - - *Luders*
8. INTERMEZZO—"Solome," - - - - - *Loraine*
9. PORTO RICAN DANCE—"Rosita" (new), - - *Mussed*
10. MARCH—"Fun in a Toy Shop" (new), - - *Woods*
11. SELECTION—"Chimes of Normandy," - - *Laurendeau*
12. PATROL—"Blue and Gray," - - - - *Dalbey*

July 20/1901.

THE UNION AND ADVERTISER: WEDNESD.



THE NEW EAST SIDE HIGH SCHOOL.

The new East Side High School, a picture of which is given above, will be three stories high, constructed of Canandaigua pressed brick, Red Albion and Indiana lime stone will be used for the cut work. The interior will be finished in Florida gulf cypress. All stairways will be constructed of iron, making the building practically fireproof. Beside a large boiler room, the basement will contain bicycle rooms, baths, lockers, a thoroughly equipped gymnasium and a decided innovation in the shape of a lunch room. Lunches will be served to students at the actual cost of the materials used.

On the ground floor will be situated the principal's office, a large library, class rooms, 28 feet by 28; recitation rooms, 21 feet by 28. Of the former there will be on both floors a total of twenty rooms, of the latter eight rooms. Conversation rooms will also be provided on the second floor. On the third floor will be one of the finest and best equipped laboratories in the United States. A spacious assembly room, with a stage and capable of holding over 1,000 people, will be provided for the pupils, together with a museum and trophy rooms. The building when completed will be one of the most modern high schools in existence and a great credit to the city of Rochester. Plans have been drawn by J. Foster Warner of this city and bids for the construction of everything above the foundation will be opened on Saturday morning. Bids for heating, ventilating, etc., will be received some time later. Work will undoubtedly commence this fall and the building ready for occupancy in one year.

Democrat & Chron July 26.

LADIES ARE PLEASED. 1901

Closing Movement Indorsed by Woman's Educational and Industrial Union.

At a meeting of the board of directors of the Woman's Educational and Industrial Union, held yesterday afternoon, the following resolutions were unanimously adopted:

Whereas, Some years ago the Woman's Educational and Industrial Union made a strong effort to have the retail stores closed Saturday evening and were unsuccessful, and whereas, they have watched with interest the movement initiated by the Chamber of Commerce and supported by our leading business men, to accomplish this end, therefore, be it

Resolved, That we heartily indorse this action and congratulate them upon their success; and furthermore be it

Resolved, That we will do all in our power to sustain the establishments included in this compact; a compact we believe to be in the interests of justice and humanity.

Though the ladies modestly insist that no credit is due to them for the success of this movement, it is undoubtedly true that they had much to do with the instigation of the idea. Some five years ago, the first attempts in this direction were made by the members of the Woman's Union. They put forth a series of earnest efforts to secure Saturday evening closing, but with partial success only, as the tradesmen generally had not yet awakened to the practical value of the scheme. But they have kept the idea agitated since then, and to them, consequently, is due a share of the credit for the success of the efforts of the Chamber of Commerce.

When interviewed yesterday, the ladies were very enthusiastic over the project. They insist on its practical value. With a half holiday Saturday, it is claimed that the employees will do better work during the other five days. Nor are the employees the only ones benefited. The employers themselves will hail the half day's rest with joy, when they are assured that their business is not going to suffer thereby.

Said one of the prominent members of the union: "Rochester is far behind the times; she is still a country village in this respect. Nearly all other prominent cities are closing their places of business on Saturday afternoon and evening, and it is time we did so. When all the stores have agreed on it, there can certainly be no loss to trade."

The wife of one prominent business man declared that her husband had not attended church above twice in two years during the summer season, and that she hoped to get him out with her now that a rest on Saturday is forthcoming. She believed this would help solve the Sunday question. In the interests of humanity to the clerking class the women insist that this movement should be pushed forward with vigor.

In consideration of the extensive influence and practical work of the Woman's Union, its approval of this movement and intention to actively support it can lend no little weight in assuring its success.

SATURDAY CLOSING.

Tomorrow afternoon all of the large stores and many of the smaller ones will close at 1 o'clock and remain closed until Monday morning, thus giving employers and employes a day and a half of rest. It is the intention to continue the plan during the month of August and including the first Saturday of September.

The head of one of Rochester's big department stores, in a talk with a Times representative recently, cited Brooklyn as an instance where for a number of years efforts were made to bring about closing of the stores at 1 o'clock on Saturday during the summer months, and it was only after the most persistent work that it was finally accomplished by unanimous consent. Recent interviews with the owners of Brooklyn stores elicit the information that the Saturday closing has been most satisfactory, particularly in its effects on the physical condition of the employes on Monday morning. The beneficial results of a day and a half of rest are noticeable and the interview states that affability and increased attention to customers in the Monday morning rule now in summer, instead of the "tired feeling" resulting from the old plan of Saturday night work.

As to the volume of business transacted under the new rule, when compared with the old, a slight falling off is reported, but it is scarcely appreciable and is more than compensated for by the buoyancy of spirits among both employers and employes on Monday morning.

Doubtless the electric lighting companies will be the greatest losers by the plan, for the enormous consumption of electric current by the stores that will be closed tomorrow afternoon and evening would run well up into the hundreds of dollars. Like all other mercantile enterprises, the electric companies probably figure on comparatively light business in summer and as long as the good accomplished in other directions is so great, they will without doubt look at the matter in a philosophical light. In fact it will be a case of substituting philosophical light for [illegible]

The Times 7/20/01

Central Library of Rochester and Monroe County
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Public Band Concerts.

Dossenbach's Band in Genesee Valley Park, Saturday Afternoon, From 3 to 6 O'clock.

PART I.
"America."
Overture — Hungarian Lustspell ..... Keler Bela
Dance—Serpentine ..... Herman
Selection—The Rounders ..... Englander
(a) Hearts and Flowers ... Tobani
(b) The Busy Bee ... Theo. Bendix
Cornet Solo ..... Selected
Mr. F. Remington.
Popular Texas Medley ... Boettger
PART II.
Overture—Semiramide ..... Rossini
Euphonium Solo—Old Folks at Home ..... Stewart
Signor Jno. Mellina.
Selection—Il Trovatore ..... Verdi
Double Quartette—Praise Ye the Father ..... Counod
F. Remington, Signor Mellina, H. E. Burleigh, Geo. Beshehm, Ray Bettys, H. Herbst, A. Rhode, Jos. Wirsenur.
Cornets. Trombones.
(a) Passing the Cotton Field ..... Herbert Clark
(b) March—Cinderella Soot ..... Yahrling
Encore—Repeated.
March—Tannhaeuser ..... Wagner
Star Spangled Banner.

Hebing's Artillery Band in Seneca Park, East, Sunday Afternoon, From 3 to 6 O'clock.

PART I.
Overture — Summer Night's Dream ..... Suppe
Aria—Cujus Animum ..... Rossini
Inflammatus—Stabat Mater ..... Rossini
Coon Band Contest ..... Pryor
A La Valse Invitation ..... Weber
PART II.
Minuet—The Famous ..... Paderewski
Selection—Burgomaster ..... Luders
Intermezzo—Solome ..... Loraine
Porto Rican Dance—Hosita (New) ..... Mussed
March—Fun in a Toy Shop (New) ..... Woods
Selection—Chimes of Normandy ..... Laurendeau
Patrol—Blue and Gray ..... Dalbey

Herald, July 28

NO PARCELS HANDLED.

The Railroads Did a Light Business in This Line.

The parcel rooms at the railroad stations were well nigh deserted yesterday afternoon, and at the New York Central, where the most business is done, but one clerk was busy most of the time. It was one effect of the Saturday half holiday. There were no shoppers in town from the country, and as a result no parcels to be handled.

Saturday has been the big day for shoppers in Rochester for years. It has been the custom of some of the railroads to make excursion rates for that day, and the country people have taken advantage of the low rates and flocked here by the hundreds. Late in the afternoon the parcel rooms have resembled the headquarters of Santa Claus. Whether the roads will now offer excursion rates on one day during the middle of the week remains to be seen.

Herald, July 28, 01.

HEBING'S BAND

Gave a Fine Programme in Seneca Park East.

WAS CLASSICAL AND POPULAR

Thousands of Persons Enjoyed the Music and More Would Have Been There if the Trolley Cars Moved a Little Faster — Rain Scattered the Crowd at Last.

Hebing's Artillery Band gave a concert in Seneca Park East from 3 to nearly 6 o'clock yesterday afternoon before an audience of thousands who like to hear music, and the enthusiastic applause testified that the efforts of the performers met with hearty approbation. It may not be said that the audience represented the musical culture of the city, and received the numbers with the finest discrimination as to technical difficulties and triumphs, but the people required music that touched the heart, that set the blood tingling in the veins, made the listeners feel alternately like singing and dancing. These things Hebing's band did with ease, and it always can do it when George Hebing wields the baton.

There were classical as well as popular selections on the programme and full justice was done to all. Suppes "Summer Night's Dream" made an opening number that was appropriate to the weather even if the hour was a little early for a dream. The piece was played with smoothness and precision. Then came those two fine selections from Rossini's "Stabat Mater," the Cujus Animam and the Inflamatus, and they received a reverent and hearty rendering.

In the subsequent selections were waltzes and march movements, coon comedy, novelties and in conclusion "The Blue and the Gray," of which nobody seems to tire. The new march "Fun in a Toy Shop," by Woods, pleased the crowd greatly. Every number was played with equal spirit and accuracy.

As the afternoon wore along the heavy clouds in the north were noted by many persons in the big crowd and those who were made uneasy by the indications of a storm started to look for cars, realizing that it might take a long time to get back to the city, with the usual standard of trolley car accommodations. Those who went on their bicycles or in their carriages of course were not fearful of delay in getting home. The last number had scarcely been played when the storm broke and then there was a rush for the cars. It was nearly 8 o'clock when the last of the crowd reached the city.

There was indeed ground for apprehension of unsatisfactory service. Sometimes the company has not had a sufficient number of cars. At other times there seem to be sufficient cars but not power to make them go at any reasonable speed. Yesterday was one of the days when the trouble was with the power. The cars crawled to the park, making the trip with numerous pauses when the power gave out for a few moments at a time. Coming back to the city the trip was still slower. At one time over a dozen cars were trying to go up the hill near Driving Park Avenue. One or two would make a half block or so, while the others waited, as there was not enough current for all to move at the same time, and not enough power for even one or two cars to go along steadily. So at the stops the passengers in some cases would get out and wait, passing sarcastic remarks as to the relative speed of these cars and the ordinary canal boat. For the most part, however, the people were good-natured and took into consideration the obvious fact that the company was trying to do something as proved by the large number at ars is sent to this line. The company is unfortunate, as the traffic would increase greatly if the car accommodations were adequate.

There were fair sized crowds at the other parks, but nothing compared to the multitude in Seneca Park, showing that the combination of park and brass band is what the people want.

SUNDAY, JULY 28, 1901. Dem.

SOME OF THE BEAUTIES OF THE ROCHESTER PARKS

Views and Sketches in Stately Seneca Park East.

THRONGED BY THOUSANDS OF PEOPLE.

An Unattractive Bit of Ragged Woodland Transformed Into a Beautiful Pleasure Ground—Magnificent Views Along the Gorge of the Lower Genesee--A Pleasure Ground of Which All Rochesterians Are Proud.

When the Rochester park commission had fairly entered upon the purchase of the land which now forms the magnificent Genesee Valley park on the south, and the stately, wooded Seneca park on the north boundary of the city, many Rochesterians had grave misgivings as to the wisdom of its policy. It was urged that the "farm" along the upper river and the "woods" which skirted the high banks of the Genesee to the northward should have been left to their rural solitude; that only future generations would reap the benefit of the expenditure, and even then, in the estimation of these pessimists, the results at benefits would be doubtful, in comparison with the outlay.

One week ago last Sunday 10,000 men, women and children gathered in the cool groves of Seneca park east, and, far from the sweltering heat of the city, listened to a band concert which lasted for hours. On last Sunday afternoon a crowd, approximately as large, visited the Genesee Valley park, where again Rochester's principal band discoursed sweetest music. Again thousands, on last Sunday also, availed themselves of the shady nooks of the Seneca park, and for a time forgot the heat and dust of the town.

It has come to be an accepted theory that when a city determines upon an adequate system of parks, there must of necessity be a long period of waiting before the advantages of real parks can be realized. Usually civic patience is equal to the ordeal, although it is sometimes sorely tried while waiting for the parks to grow into the fullness of their attractiveness. It is realized that full-fledged parks cannot be created in a season, and that it sometimes requires a decade or two of years for the civilization of a city to reach its park boundaries.

Rochester has happily proved an exception to all rules in the matter of park making. While, to be sure, owing to easily explainable conditions, Seneca park seemed to linger in its advancement towards the estate of a park proper, the Genesee Valley reservation became an attractive place of resort, almost from the very beginning of its history. Situated on a lovely stretch of the Genesee river, and easily accessible by street railway cars, it at once sprang into popularity. So great, indeed, was this popularity that the public came to look, not only with tolerance, but with positive approval upon extensive and rapidly acquired additions. This condition was doubtless, to a great extent, owing to the wise policy of the park board, in making the reservation a park for the public from the very outset. The same policy to Lake Ontario has been pursued with the additions, with the result that the reservation has, apparently, never undergone the somewhat dreary process of ostensible park making. Hence it is that the present generation has come at once into its inheritance. Not that the Genesee Valley park has by any means reached the fullness of its attractiveness and intrinsic value, for it would indeed be a bold prophet who could estimate that attraction and intrinsic value, a few years hence, when the city has enlarged and grown beyond and around the borders of the park. But the present generation is having its share of enjoyment and benefit.

It has been said that the Seneca park lingered somewhat in its progress. This is only true apparently. The park is so extensive, and extends to such a distance along the deep gorge of the Genesee river, that the task of creating a modern park was seemingly one of many years. It was recognized as a bold proposition, and even the most enthusiastic advocate of modern parks believed that it would be a successful candidate for public favor. However, the park authorities pursued their way steadily, and at the same time with as much energy as prudent policy and due regard to financial conditions would warrant. A systematic and scientific plan of forestry was adopted and rigidly sustained. Gradually the ragged woods were transformed into well kept and attractive groves; the tangled underbrush was banished, opening pleasing vistas of river and gorge, and the unattractive region which, within the memory of men yet young, was the habitat of the rattlesnake, has become an extensive park, of almost unrivaled beauty.

The Democrat and Chronicle is enabled this morning to give a number of random views of Seneca park east and Genesee Valley park. Beautiful and attractive as are the views, they are but typical of hundreds which might be taken within the boundaries of the reservations of which every Rochesterian is already justly proud. Without making an invidious comparison, it must be admitted that Seneca park rivals its older companion in scenic effects which lend themselves to the camera and the pencil of the artist. For miles the park extends along the grand gorge of the lower Genesee, which at no point, from its birth high in the Alleghanies to Lake Ontario, affords more magnificent views, with the possible exception of the Portage region. For Genesee park proper begins with the great arch bridge which spans the river at the falls, and extends along its course till the high banks dwindle into the slope which leads from the portage to the vicinity of the



RABBIT HUTCH, SENECA PARK.

Some of these views the artist has cleverly caught, and they will prove welcome souvenirs to the lover of park scenery. At the same time, sublime as are some of the views which are presented to the visitor to Seneca park, it is not without other attractions which add pleasure. The modest little zoological garden has become exceedingly attractive, not only to the little ones, but to visitors of larger growth. With the exception of a few simians, recently placed in cages, the animals and birds are all indigenous. Two large eagles serve to stimulate the patriotism of



TROUT LAKE, SENECA PARK.

the young visitors, while even their elders find some educational features in the carefully selected animals.

A park would scarcely be worthy of the name if it did not possess a bear garden, and the two youthful specimens in the inclosure near the casino form a fund of never-ending amusement. When one watches their almost human antics, it is difficult to realize that they are not possessed of iniative intelligence. Certainly they are very human in their play, and resemble young children to a degree which renders a visit to the big picket inclosed den very interesting. While the prairie wolf, the fox, the squirrels, the Mongolian pheasants, the gulls, the coons, and others of the animal and feathered tribes, attract attention, it is a singular fact that the little flock of sheep seems to have the greatest number of admirers. Taken altogether, this diminutive collection of birds and animals is wonderfully restful to the visitor.

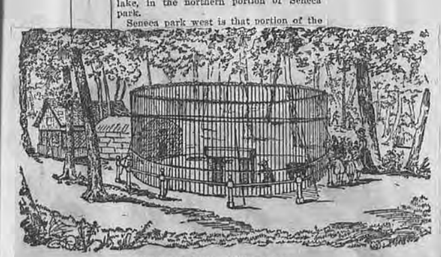
Creature comforts are by no means lacking in Seneca park east. There is no question of "chairs for hire," in this reservation which belongs to everybody in general and to Rochesterians in particular. Ample provision for seat is made in the numerous benches and settees, while the casino, views of which are given, affords much in the way of innocent beverage and cooling sustenance.

The little lake near the casino is a constant delight to junior visitors, and hundreds of shady nooks afford rest for the weary. An interesting feature of Seneca park is the grove of young oaks which has been planted near the casino. Each tree has been dedicated to some celebrity, and the element of patriotism figures in the annual custom of school children repairing to the park on Arbor Day and planting an oak which shall perpetuate the name of some military or naval hero or worthy citizen of Rochester, when its shade shall shelter generations yet to come.

The recent extension of a loop of the street railway to the casino has made the center of Seneca park very accessible, and the casino can now be reached within fifteen minutes after leaving the heart of the town.

One of the engravings presents a view of the beautiful rustic bridge below the lake, in the northern portion of Seneca park.

Seneca park west is that portion of the



THE BEAR DEN, SENECA PARK.

reservation lying on the west bank of the river. While this portion of Seneca park has not reached the advanced stage of the park on the east side of the gorge, it still has many attractions, and has many visitors. It is well kept, and is undergoing the steady improvement which will soon make it a worthy rival of its more favored across the river.



CASINO, SENECA PARK.



VIEW FROM CASINO LAWN.

CONCERT YESTERDAY AT GENESEE VALLEY PARK

7/28/01 Dem.

Many Young People Spent Their First Half Holiday Under the Great Trees.

The complexion of the crowd that listened to the band concert yesterday at Genesee Valley park was somewhat different from that of the crowd that went out to Seneca park a week ago. Perhaps the larger portion yesterday were young people set at liberty for the afternoon, through the operation of the Saturday afternoon closing agreement, for the first time since the series of concerts began. The concerts are given under the auspices of the Chamber of Commerce, and the movement which gave the employees of the large city business houses their first opportunity of enjoying the afternoon music was the result of efforts put forth under the direction of the same body.

The number of people in attendance was about the same as a week ago. The Saturday attendance cannot compare with that of Sunday. The Saturday crowd is not the same as the Sunday crowd. There were many yesterday who said that it was the first concert they had attended. Many of them were those who before have been at work on week days, and on Sundays they have scruples against attending such affairs. However exacting they may be, the world will never suffer from the possession or the expression of such opinions. At any rate the people enjoyed the concert very much yesterday.

It was a good concert to which they listened. It was Dossenbach's band which rendered the programme. Fred Remington, cornet soloist, and Signor Jno. Melina, euphonium, assisted. The numbers were all well received; the popular portions very naturally seemed to please more than the classical. The solo numbers and "Il Trovatore" brought forth much applause. The programme as rendered was as follows:

PART I.

"America"
Overture—"Hungarian Lustspell" ... Keler Bela
Dance—"Serpentine" ... Herman
Selection—"The Rounders" ... Englander
Encore—"Invincible Eagle" ... Sousa
"Hearts and Flowers" ... Tobani
"The Busy Bee" ... Theodore Bendix
Cornet solo—"Under the Shade of the Palm" ... Selected
Mr. F. Remington.
"Floredora" ... Stewart
Texas Medley ... Boettger
"Elper's Whiskers" ...
PART II.
Overture—"Semiramide" ... Rossini
Euphonium solo—"Old Folks at Home" ... Stewart
Signor Jno. Mellina.
Encore—"Alice, Where Art Thou?"
Selection—"Il Trovatore" ... Verdi
Encore—"La Miserer" (repeated)
Double quartette—"Praise Ye the Father" ... Counod
F. Remington, H. E. Burleigh, Ray Bettys, A. Rhode, cornets; Signor Mellina, George Beshehm, H. Herbst, Joseph Wirsenur, trombones.
"Passing the Cotton Field" ... Herbert Clark
March—"Cinderella Soot" ... Yahrling
Encore—Repeated.
Requested—"William Tell" ... Rossini
March—"Tannhauser" ... Wagner
Star Spangled Banner ...

The car service was unexpectedly poor. The average time in getting to the park was very nearly an hour. It was the same or more so in getting home again. At the close of the concert cars were sent into the park one at a time when there were enough people waiting to fill a dozen. Those that did finally get into the grounds pulled out again with loads of seventy and seventy-five. It was stated yesterday that unless the street car service becomes better, steps may be taken toward the establishment of a small station at the park at which the steam railroad companies will be asked to have their trains stop.

One little child, when assured by the mother who was weary of standing up, that they would soon be near home, answered: "Oh, but, mamma, the longer I ride the better I like it." The sentiment of the passengers was better expressed by the little boy who grew tired of waiting at the entrance of the park and cried out: "Mamma, let's get off this car and get on another; I don't like this one." He was told that they must wait for a car to pass. When the car finally started up again after waiting for two, instead of one, the boy asked: "What are we going for? Ain't we going to wait for another car?"

The concerts are to be a permanent institution of the city after this season, and steps will be taken for their maintenance. As for the present time, if the Saturday concerts are to be continued throughout the season, there must be more contributions made to the fund of the Chamber of Commerce. It costs money to maintain this series of entertainments, and unless money is forthcoming people will wake up some fine Saturday morning and find that they will no longer be able to spend their half holiday in this pleasant fashion. Now is the time to subscribe to this cause.

HALF HOLIDAY FOR EMPLOYEES

ALL BUSINESS HOUSES WERE CLOSED YESTERDAY.

Dem. 7/28/01

AFTERNOON OF PLEASURE

MANY EXCURSIONS AND PICNICS OF CLERKS AND SALESMEN.

PROJECT IS SUCCESSFUL

Very Good Beginning Has Been Made —Prophecies of Development Into Broader Fields of Influence— May be the Foundation for New Movements Later.

"How much this seems like Sunday afternoon," was the remark made by a large number of people yesterday who passed along the main streets of the city and noticed that the closed doors of the large business houses and the numerous drawn shutters. And the appearance of the streets certainly was very similar to the look which they wear on the average Sunday. The people as they passed along were no more in a businesslike hurry than if no business were being done in the entire city. They were on their way to secure pleasure and rest and change, as the most of the passersby on Sunday are. The very atmosphere seemed like anything but a week day atmosphere for it was not charged with the elements of hurry and nervous bustle, such as is evident on the six business days of the week.

It was indeed different from the morning air. The change was sudden and occurred at 1 o'clock in the afternoon. At that hour doors of the business establishments were drawn to and the shutters pulled down. This was done very promptly in most instances. But it was a sight to bring tears to the eyes of the gods to see the curtains in a few stores drawn and a few belated purchasers admitted as privately and as secretly as possible. It is wonderful what a grip the almighty dollar has secured on some men's souls, that it should be able to drive away all moral scruples.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

...s all along the streets revealed a few open doors. Among them were news stands, refreshment parlors, drug stores, saloons, undertakers' establishments, and the police station. One class of open stores consisted of the few that have held out against the Saturday closing movement and have put themselves in the list of members of the "Kikker Klub." It was a fact worthy of note that in these few stores the clerks were almost without exception standing about in listless groups, watching their more favored brothers and sisters passing by on the streets to enjoy their holiday, while their employers sat in their offices and waited to view the rush of customers that were to appear in response to the signs of "Special Bargain Sales on Friday and Saturday" which hung in the windows. But the abovementioned rush never came. It is also worthy of chronicling that some of the said employers, after one day's experiment, have expressed the intention of closing their stores next Saturday.

And what beame of them all, the employees, the clerks and salesmen, to whose minds for the first time was presented the dilemma of choosing by what method they should spend their holiday.

"Are there more people than usual patronizing your excursion lines to-day?" was asked of a railroad official.

"Are there!" he exclaimed: "Just look there," and with a dramatic gesture he waved his arms toward the crowd of people that thickly lined the curb near the Four Corners, as if the sight of so much humanity waiting to take excursion cars on a Saturday afternoon made a verbal answer to the query unnecessary. "All on account of the Saturday closing," he said as he moved away.

The guardian of the peace that guides the traffic from curb to curb said that the excursion crowd was something almost never seen before on a week day and a work day. "Just look at those cars," said he, "all loaded to the doors. That's where these people that work in the stores are going. That's what they are going to do with their holiday. Ever since the stores closed at 1 o'clock the cars to Sea Breeze and Glen Haven and Windsor Beach and Ontario Beach have been crowded just like that. There is no crowd that can beat this except the Sunday crowd."

Most of the signs in the windows yesterday read, "This store will be closed Saturday at 1 o'clock." One exception was noticed in which the phrase read, "This store closed because of our annual picnic." Evidently the employees of that firm were enjoying special entertainment on their first halfholiday. But they were not the only ones who went on picnics. There were numerous small parties on their way to some of the lake resorts, where they would have their supper on the beach or under the trees of the groves.

The big picnic of the day was that which the shoe dealers and their clerks held at Newport. The first number on the programme as arranged by the committee was a tallyho parade through the streets. Then the jollification began. A ball game had been arranged between the employees of William Eastwood & Son and those of Gould, Lee & Luce. Other sports were indulged in. The committee in charge of the outing was composed of A. W. Childs, George W. Scott, C. D. McLaughlin and William Brink.

While there are some people who look askance at the innovation or even regard it with chagrin or hostility, the general sentiment seems to be heartily in support of the Saturday closing movement. It would be natural to find it so, or there would not have been sufficient spirit to have brought it thus far on its successful course. That is, the movement would never have been originated had not a public sentiment existed which seemed to demand such action. When the public or any considerable branch of the public fix their desires on a thing, they are pretty sure to get it. The people, owning the country and running the country, can have what they want, if it is within the power of man to secure it.

By some people the movement is thought to be a forestaste of even better things to come. There is the suggestion of the possibility that this may be the prophecy of a time to appear soon when the stores throughout the entire year will close at 6 o'clock every Saturday night. There is no sense, say some of the dealers, why the people should put off the purchase of their goods until the last thing Saturday evening. The purchases can be made just as well a little earlier. One of the principal reasons why such a large amount of purchasing seems to be done every Saturday evening is the fact that people seem to take delight in the excitement that goes with a big crowd, and in the exhilaration which is aroused by the contact with such a large number of people. A great many large cities are getting along very well without having stores open on the last evening in the week, and Rochester may be able to do the same. "Oh, Rochester learns a thing or two occasionally," said one gentleman, "and when it is learned it is never forgotten." He was speaking more particularly with regard to the series of band concerts being given under the auspices of the Chamber of Commerce, but the principle he enunciated was couched in general form, and will be well enough to apply to the knowledge gained in the matter of store closing.

As was thought would be the case by a great many who were particularly interested in the project, the Saturday closing did not decrease the amount of trade done by the stores. There was a considerable increase in the amount of sales made on Friday and on Saturday morning. There are just so many things to be secured from the stores by the people, and if they cannot be had at one time they will be had at another, and there is no actual difference in the total amount of business done.

...TO THE BIG PARKS

Passenger Agents Tell Why Steam Roads do Not Convey People to Band Concerts.

The following, which is a sort of answer of the railroad passenger agents to "Aliquis," who wrote yesterday morning in the Democrat and Chronicle, inquiring why it was that the steam railroads were not called upon to perform their duty in carrying passengers to the city parks, when there were band concerts held therein, is not made in defense of the railroads, but is merely the statement of the local passenger agents regarding the matter. Inasmuch as a Democrat and Chronicle reporter asked each and every one of the passenger agents several weeks ago if they would carry passengers on their roads to the parks during the band concerts, they thought that this rather unusual way of answering the writer might be taken.

"Aliquis" states that the Rochester Railway Company has been freely criticised for failing to accomplish the impossible. He means, of course, for not giving the service needed into the parks on the afternoons of the concerts. He asks why the Rome, Watertown & Ogdensburg does not furnish transportation for 5,000 people from Brinker station to Seneca park, and for half as many more from the West Side station on the occasion of the band concert to-day; why the Lehigh Valley, the Erie and the Pennsylvania railroads are not pressed into service to Genesee Valley park. All three roads pass the park.

The agents of the Erie and the Lehigh ask if people would be willing to pay 20 cents for the round trip, for the privilege of hearing the band play. Each of the agents said that they could not carry passengers for less than 5 cents each way, and that the people would have to pay the same fare on the street car in going to the railroad stations. Possibly Aliquis meant that only persons living in the vicinity of the railroad stations would go via the steam roads.

The Erie runs trains out of its station at 4:30 and 5 o'clock P. M. daily, and at 5 o'clock Sundays. The Lehigh runs trains south Sunday and daily at 3:30 and 5:40 P. M. The Rome, Watertown & Ogdensburg road has no trains out during the afternoon of Sundays, but has daily trains as follows: 3:20, 4:40 and 5:30 P. M. Returning there are trains arriving in the city over the Rome, Watertown & Ogdensburg road at 3:45, 7:30 and 7:40 P. M.

It is said that the Erie gave service to Genesee Valley park when the park was first opened, and that for a time the Western New York & Pennsylvania, now the Pennsylvania road, gave Sunday service to this park. Neither the daily nor the Sunday trains paid expenses, it is claimed, and for that reason they were discontinued.

In regard to the Rome, Watertown & Ogdensburg road; passengers on the way down wishing to stop at the park have only to notify the conductor, the reporter was told, and all trains returning stop at the park for passengers on flag signal.

PARK OFFICIALS INDIGNANT.

Complain of Poor Trolley Service to Genesee and Seneca Parks.

Strong indignation was expressed at the park board rooms to-day by park officials over the poor car service to and from the parks on Saturday and Sunday. One of the officials, in speaking of the matter to a reporter for The Post Express, said: "Yesterday afternoon, as you are probably aware, there was not sufficient power to propel the cars the company had in service and it was a long and irritating trip that hundreds of persons had to take standing in cars in rain soaked garments to get back to the city. On Saturday afternoon, besides the big crowd attracted by the band concert there was the usual Saturday aggregation of golf players and spectators and many persons were attracted by a ball game at Genesee park. And still the company only ran alternate cars into the park on the Plymouth avenue line. The bandsmen who gave the concert came up on a car that turned at Jefferson avenue, leaving the musicians to walk a mile and a half to reach the band stand. Half of the crowd had to do the same thing, for the alternate cars that came through were loaded to the doors and it was impossible for those left at Jefferson avenue to transfer."

An official of the Rochester Railway company said to-day: "In the afternoon yesterday every car went to Genesee Valley park. There was some delay caused by the breaking down of two cars. As to Seneca park, the cars went down in a continuous procession. At 5.10 p. m. the breaking of a trolley wire at Evergreen street caused slight delay."

Express July 29/01

TWO FINE CONCERTS.

Bands Entertained Large Crowds at the Union Parks. July 29, 1901

Heibig's Artillery Band gave a concert at Seneca park east yesterday afternoon that fully demonstrated the popularity of concerts at the parks. The crowd which gathered was one of the largest ever seen at the park and the concert was thoroughly enjoyable, if the demeanor of the crowd proved anything.

The concert contained a couple of numbers appropriate for Sunday afternoon and many which were of a more popular character. The former were the "Cujus Animam" and "Inflammatus," from Rosini's "Stabat Mater," and a "Religioso" by Chambers. They were greatly appreciated, though the more popular airs received the greater share

DEEP WATER WAYS CONVENTION

Post Express 7/29/01.

Favorable Replies Received by Chamber of Commerce.

MEETING WILL BE HELD EITHER IN SEPTEMBER OR OCTOBER.

One of Objects of Convention Is to Get National Consensus of Opinion Before Congress—Report of U. S. Commission Will Soon Be Published.

In response to letters whicht are being sent out by the Chamber of Commerce, asking for opinions concerning the advisability of holding a deep waterways convention here in the fall, favorable replies are coming in daily to John A. C. Wright, chairman of the local committee appointed by the chamber to take the matter in charge. Not all of these replies favor holding the convention in September. Some point out the fact that the month follows too closely upon summer vacations to give business men an opportunity thoroughly to consider the matter and lay their plans accordingly. Such writers advocate holding the convention in October.

Chairman Wright said to a Post Express reporter to-day that the consensus of opinion would be followed in the matter of fixing the date.

Without exception, however, all of the gentlemen from whom replies have been received, favor Rochester as the convention's meeting place rather than Buffalo, for the reason that Buffalo's barge canal scheme would prevent her citizens from supporting the larger deep waterways project and its consequent benefit to Rochester. As the largest city on Lake Ontario, these writers point out, it is eminently fitting that she should entertain the convention.

One object in holding the convention early in the fall, Mr. Wright says, is to get an expression of opinion from the delegates present, to lay before congress when it meets. The report of the United States Deep Waterways commission which was made to congress at its last session, but was not discussed by it, owing to lack of time, is now nearly out of the printer's hands, Mr. Wright said, and will soon be made public. The report took three years in its making and cost $485,000.

Among those from whom the Chamber of Commerce has received replies concerning the convention is Major George Y. Wisner, president of the United States Deep Waterways commission, who resides in Detroit. Major Wisner thinks the move for a convention is a proper one and expresses a hope that it will result in the different factions in New York state getting together on some definite line of action. He says he will come to the convention.

Henry B. Herbert, of New York city, chairman of the committee on canals, wants to know whether the projectors of the convention are committed to the recommendations of the Deep Waterways commission, or whether, it is to be a convention for a free discussion and unbiased consideration of the situation of canal affairs. He also desires to know how many delegates the New York Exchange, with its 2,000 members will be entitled to at the convention.

O. A. Tharp, president of the Deep-Waterways association, of Illinois, is one of those who favors a later date for the convention but says that if it is decided to hold it in September he will do what he can to bring out a good representation from Illinois.

William P. Judson, member from New York of the executive committee of the International Deep Waterways association, thinks that this year is not the best time for a convention since the report of the United States Deep Waterways commission has not yet been given to the public. His view is shared by President A. L. Crocker, of the Minneapolis Board of Trade, who adds that without the report of the commission, the convention would be in no position to consider the expense of so large an undertaking.

To these objections Mr. Wright replies that for the year to be...

...ngress of the convention, and that the published report will undoubtedly be ready for the consideration of delegates by the time the convention meets.

Neither Mr. Judson nor Mr. Crocker, however, refuse to assist in making the convention a sucess, but express themselves as willing to abide by the consensus of opinion of those who advice is sought.

Francis Wayland Glen, manager and secretary of the National Continental Union league, a letter from whom was recently published in The Post Express, has again written to Mr. Wright, giving a list of prominent sympathizers with the deep waterways movement, to whom he suggests invitations to the convention be sent. He adds that if this is done a large number of gentlemen from New York city will probably charter a special car and come to the convention in a body.

John E. Shaw, of Pittsburg, writes that "every step that is taken to interest the American people on the importance of improved waterways is an advance step." He promises to be present, as does also J. G. Benedict, of Burlington, Vt., who adds that he will endeavor to bring out a good representation from his section.

As soon as these opinions from the leaders in the deep waterways movement have been gathered, the Chamber of Commerce will begin the work of sending out invitations. These will include the chambers of commerce of all the large cities of the country, as well as many invitations to smaller places where prominent men who sympathize with the movement reside.

The last deep waterways national convention was held in Cleveland six years ago, and it is conceded to have brought together one of the most representative bodies of men in the country.

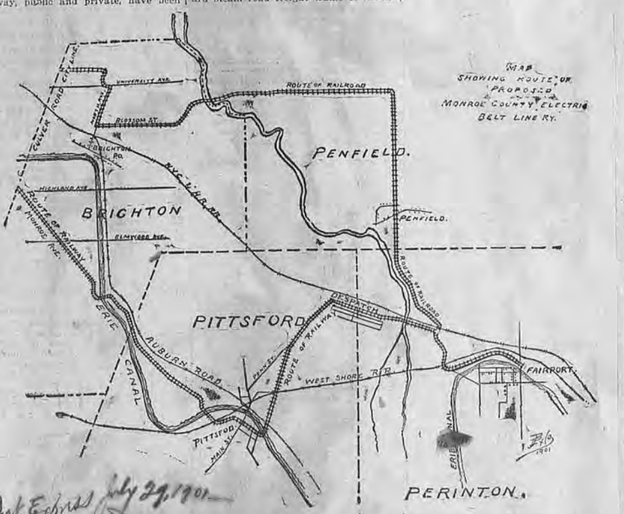
THE POST EXPRESS: MONROE COUNTY BELT LINE. 7/29/01

Application for Franchise to Be Made Immediately—Right of Way Has Been Obtained—Plans for Ridge Road Railway—Mr. McTighe Here.

Clarence W. McKay, of Lewis & McKay, said to-day that application for a franchise for the Monroe County Belt Line Electric railway would be made immediately to the State Railroad commission. Merton E. Lewis, who is active in pushing the affairs of the Belt line is in Sodus on a short vacation.

In the opinion of Mr. McKay, the new road will have plain sailing. All rights of way, public and private, have been secured and no serious opposition is looked for from the Central Railway company. The business of the road will be largely of a passenger nature although it is expected that considerable freight will be carried.

Henry McTighe, of Brooklyn, who has the contract for the construction and equipment of the Buffalo, Niagara Falls and Rochester Electric railway, otherwise known as the "Ridge Road line," was in Rochester yesterday. Mr. McTighe said the new road would be constructed of seventy-pound T rails on ties of standard steam railway width and pea gravel screenings or sesquoni will be so strongly built that it would carry steam locomotives and that standard steam road freight trains of fifteen cars will be run over the new road at a speed of twenty miles an hour. The passenger cars will be run by motor as electric passenger cars are usually run. Electric locomotives will draw the freight trains.



ROUTE OF THE MONROE COUNTY BELT LINE.

Post Express July 29, 1901

CAR SERVICE TO PARKS.

An Interesting Difference Concerning Complaints Between Mr. Nicholl and Mr. Laney.

T. J. Nicholl, general manager of the Rochester Railway Company, says in a morning paper in answer to the criticisms of the manner in which the street car system in this city is run that the company is not sending its cars anywhere for nothing; that where there are no passengers the company does not make an effort to send cars; that the people will never see the time when they can step out from their doorways and see a car standing right at the curb for them; that the people are too exacting; that he feels like the old man with a wagon load of apples, who, when the tail board came out, letting the fruit fall to the ground, could not express himself and that he never received a complaint from the park authorities concerning the poor car service to the parks.

Concerning the latter statement the following signed statement from Superintendent of Parks Laney is interesting:

In reply to the statement of Manager Nicholl of the Rochester Railway Company that the Park Board has never complained to him about the inadequate car service to Genesee Valley Park, I will state that in conferences between the Park Commission and Mr. Nicholl the subject has frequently been discussed and complaints have been made by members of the board to Mr. Nicholl that the company was not giving proper service and the service promised to the board early in the season.

Union 7/30/1901. C. C. Laney, Superintendent of Parks.

And there you are.

GAS COMPANY'S BILL

Post Express 7/31/1901.

ROCHESTER RAILWAY COMPANY ALLEGES IT IS EXORBITANT.

President Judson of the Gas Company Refuses to Sell to the Street Car Company Any More Power Until the Bill Is Paid in Full.

It is understood that one of the reasons for the inadequacy of the supply of power for the Rochester Railway company's cars, is that the Rochester Gas and Electric company is disposed to charge more than the railway thinks is fair for the use of its conduits. The Gas company has presented a bill for $5,000 for using its conduits, to the Street Car company, and the latter having refused to pay it, suit is about to be brought. The Gas company insists that the bill must be paid before it will sell the Street Car company any more power. The latter's power station is not sufficient for its needs, and the proposed new power house cannot be completed in less than a year's time and the new Citizens Light and Power company is not yet in position to generate or sell power.

The Gas company's proposed suit against the Street Car company is based on the rate of sixteen cents a foot per annum per duct for feed wires and six cents per foot per annum for return wires. The Street Car company occupies 20,578 feet of duct with its feed wires and 13,638 with its return wires. If the entire conduit were rented at 16 cents per foot of duct the income therefrom would be in the neighborhood of $1,000 per year, or about 20 per cent. of the entire cost of the subway as claimed by the Rochester Gas company.

The Rochester Railway company has learned that in Baltimore where there is a similar subway contract and the electric subways are rented out by a private company which has constructed them, the charges are as follows: For 20,000 feet or under per annum 7 cents per foot, between 20,000 and 50,000 feet per annum 6 1-2 cents per foot; between 50,000 and 75,000 feet of duct per annum 6 cents per foot; between 75,000 and 100,000 feet of duct per annum 5 1-2 cents per foot, and above 100,000 5 cents per foot. The Rochester Railway company is asked to pay an average price of 13 cents per foot per annum and the price under the Baltimore schedule for the same amount of conduit it occupies would be 6 1-2 cents or one-half the price charged here.

If the case ever comes to trial some interesting information will be elicited and it will have an important bearing on the question of municipal ownership of the subways as advocated by Mayor Carnahan. This clause in the contract entered into between the city of Rochester and the Rochester Gas company in 1893 will be prominent:

"Seventh—Said company shall fix a fair scale of rents to be paid by said corporations according to the kind of conductors and the number of ducts or the amount of space required, the total amount of which rental shall not at any time exceed 10 per cent. per annum on the entire cost of providing, building, equipping, maintaining and operating the aforesaid additional ducts."

The attorneys of the Rochester Gas company contend that this clause gives it the absolute right to charge any one company 10 per cent. of the cost of maintaining and building all the additional ducts and that hence the Rochester Railway company is estopped from contesting the rentals charged unless it can show that they are in excess of this 10 per cent. per annum of the whole cost. The Rochester railway contends that the clause quoted only fixes a maximum price beyond which the Gas company cannot go. It also contends that the Gas company's bill is excessive and exorbitant.

It was apparent to-day that efforts are being made to compromise the difficulty. A. H. Harris, the attorney for the Gas company, is out of the city and his father, Edward Harris, refused to discuss the matter in any shape. Manager Nicholl, of the Rochester Railway company, and the company's attorney, C. J. Bissell, had a long conference this morning and at its close neither would discuss the Gas company's bill or the reported action at law. Afterward Mr. Nicholl called at the Gas company's office to see Mr. Judson but the latter was out of the city.

HIGHLAND PARK CONCERT.

Union & Advertiser 7/29/01

Dossenbach's Band to Be Heard on Thursday Evening.

Thursday evening Dossenbach's band will give a concert at Highland park, under the auspices of the Chamber of Commerce, beginning at 7:45 and continuing until 10 o'clock. This concert is an extra one. If the night is clear there will be a moon and a pleasant evening is assured. The reason why the concert is not given in the day time is that there is no shade, either for the band or for the people and it was thought best to adopt the plan as above outlined. The programme follows:

"American" overture, "Jolly Robbers," Suppe; Cuban dance, "Trocha," Tyers; selection, "The Wizard," Herbert; "The New Born King," Parkes, Signor John Mellina; march, "Invincible Eagle," Sousa; popular medley, E. Boettger; overture, "Zampa," Herold; duet, "Miserere," Verdi, Messrs. Z. Remington and Signor John Mellina; medley, "Head Liner," Mackie; lullaby, "Ma, Honey," arr. by Burleigh; selection, "The Burgomaster," Mackie; fantasie, "Alsation," Ch. Bestese, Scotch, Irish and English airs; "Star Spangled Banner."

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Herald 7/30/1901

SHORTPOWER

Why Street Car Service Is Inadequate.

COMPANY HELD UP

Railroad Company Sued by Rochester Gas and Electric.

CONDUIT RENT EXTORTIONATE

Gas Company Will Not Rent More Conduit Ducts to Railroad Company Unless Suit Is Withdrawn and Disputed Bill Paid in Full — Facts for Council Committee To Investigate.

Complaints as to the inadequacy of power of the Rochester Railway Company have been very frequent recently and matters seem to have reached a climax in the failure of the company to provide transportation to the parks Saturday and Sunday afternoons on the occasions of the public band concerts. In the Herald yesterday was this comment of the service furnished by the company for the concert on Sunday afternoon:

"There was indeed ground for apprehension of unsatisfactory service. Sometimes the company has not had a sufficient number of cars. At other times there seem to be sufficient cars but not power to make them go at any reasonable speed. Yesterday was one of the days when the trouble was with the power. The cars crawled to the park, making the trip with numerous pauses when the power gave out for a few moments at a time. Coming back to the city the trip was still slower. At one time over a dozen cars were trying to go up the hill near Driving Park Avenue. One or two would make a half block or so, while the others waited, as there was not enough current for all to move at the same time, and not enough power for even one or two cars to go along steadily. So at the stops the passengers in some cases would get out and wait, passing sarcastic remarks as to the relative speed of these cars and the ordinary canal boat. For the most part, however, the people were good natured and took into consideration the obvious fact that the company was trying to do something as proved by the large number of cars it sent to this line."

One of the Park Commissioners registered a big kick yesterday and it is likely the matter will be brought formally before the commission at its regular meeting to-morrow afternoon, so general is the complaint. Said the commissioner yesterday:

"Yesterday afternoon, as you are probably aware, there was not sufficient power to propel the cars the company had in service and it was a long and irritating trip that hundreds of persons had to take standing in cars in rain soaked garments to get back to the city. On Saturday afternoon, besides the big crowd attracted by the band concert there was the usual Saturday aggregation of golf players and spectators and many persons were attracted by a ball game at Genesee Park. And still the company only ran alternate cars into the park on the Plymouth Avenue line. The bandsmen who gave the concert came up on a car that turned at Jefferson Avenue, leaving the musicians to walk a mile and a half to reach the band stand. Half of the crowd had to do the same thing, for the alternate cars that came through were loaded to the doors and it was impossible for those left at Jefferson Avenue to transfer."

A Herald reporter learned some inside facts yesterday, showing that while the managers of the Rochester Railway Company have not given to the public the real reasons for their troubles, they are not so much to blame for the inadequacy of their service as the Rochester Gas and Electric Company. The Rochester Railway Company and the Rochester Gas and Electric Company are at loggerheads. The cause of their differences promises to be of interest and possible advantage to the public.

The Rochester Railway Company has refused to pay the bill of about $5,000 for rental of the electric subway conduits presented by the Rochester Gas and Electric Company on the ground that it is exorbitant and extortionate. The Rochester Gas and Electric Company has insisted upon the payment of every cent charged and has brought suit against the Rochester Railway Company to recover that amount.

The Rochester Railway Company is short of power. The question arises whether it is cheaper to build a new power house or to rent power from one of the local companies. The citizens company is not ready to furnish it and will not be for some time to come. Meanwhile application has been made to the Rochester Gas and Electric Company for [illegible] supply. The reply from

The Rochester Railway Company is also prepared to show in support of its contention that it can build and operate subways for its feed and return wires at a cost of not to exceed 4 cents per foot per annum, and maintains that to exact from it under the contract with the city and the construction of that contract contended for more than three times what the actual cost to the renting company of doing the work itself would be, is nothing short of legalized robbery.

The facts and issues involved in this pending litigation between two of the great public service corporations in the city of Rochester are of especial pertinence just at this juncture, as the very questions involved in this litigation are those to which the public attention has been directed by the appointment of a committee of the Common Council to investigate the entire subway matter and report upon the advisability of municipal ownership thereof.

It will have to determine the cost of subway construction in order that it may be judged whether or not the subways already constructed by the Rochester Gas and Electric Company have been built at the expenditure claimed by that company to have been made. It will have to discover what fair rentals for the subway system to all public service companies may be in order to judge whether the city can afford to take possession of them and by means of properly and justly arranged charges make the subway system pay for itself and in the end yield a reasonable revenue To the city which owns them.

Owing to the delays of legal proceedings, it is unlikely that the dispute between the Rochester Railway Company and the Rochester Gas and Electric Company can be tried and judicially determined much long after it has become necessary for the city to solve the problem which confronts it, but the very fact that such a litigation is pending is sufficient to aid in determining the lines it will be necessary to follow and the facts it will be essential to bring out.

The public also has an interest in the refusal of the Rochester Gas and Electric Company to supply power to a corporation with which it happens to have a quarrel over the justice or injustice of a bill for subway rentals. The railway company is desirous of extending its service into the public parks of the city, and the city has been making efforts to have this service so extended. The lack of sufficient motor power is the chief reason given why this cannot be done, and the public has to suffer meanwhile.

The Rochester Railway Company has offered to buy the power at the regular market rates, and there is no question concerning the price of the power involved. The attention of the committee might, and doubtless will, be directed to the question of how far the Rochester Gas and Electric Company has used its power and "subway clinch" to exact not only from the Rochester Railway Company, but from private individuals all over the city the payment of bills over which there is a reasonable suspicion without a resort to the ordinary tribunals for the determination of the justice of its charges.

A FEW KICKS REGISTERED.

Citizens Complain of the Poor Trolley Service.

Citizens are beginning to complain about the poor service given by the Rochester Railway Company in all sections. Four distinct kicks, vigorous and lusty, were made at The Herald last night.

Citizen No. 1 stated that he waited in the rain at the Four Corners from 6:13 o'clock in the afternoon until 6:31. A period of 17 minutes, for a Jefferson Avenue car. When it came along he was compelled to hang onto the rear step to get a ride as he still longer as a number of others did.

Citizen No. 2 averred that on Saturday afternoon the members of the band that was booked to play at South Park were put off their car at Cottage Street and had to walk to the park or else pay another fare. They were refused transfers. "I was not one of them," he said, "but as a citizen I register a complaint. It was unfair to the band and utterly reckless of the feelings of the people gathered in the park."

Citizen No. 3 stated that on Sunday night he waited 29 minutes on South Avenue near the county buildings for a car. He said he missed an important engagement as a result.

Citizen No. 4 was mad clear through. He averred that he waited from 7:35 until 8:02 on Jefferson Avenue near Magnolia Street for a car last night and when they came they were in a bunch and the third followed five minutes later. When he kicked to the conductor, whose number was 418 and the car number 8, he was told that there was no delays made. The car was making schedule time, he said. The motorman chipped in and remarked that the company was pulling cars off the line and that only four were on the line at that hour.

WILL NOT WAIT

NEW YORK ELEVATED METHODS TO BE ADOPTED IN ROCHESTER.

To Provide Rapid Transit Indeed—Cars Stop Only for Those Who Are at the Crossings—Not for Passengers to Run a Block.

Ex. Express 7/30/1901

Faithful to its promise, the Rochester Railway company, according to Manager Nicholl, is hastening to spend the $150,000 which it promised to put into the immediate past at this juncture before January 1, 1902. Mr. Nicholl says that $20,000 of this amount has already been spent and that to this will be added $50,000 more as soon as the new 1,500-horse power generator which the company has ordered, shall be put into place. The making of this piece of machinery, Mr. Nicholl states, will require six months' time. Already two of its parts have been shipped to Rochester, each of which weighs twenty tons. The present power equipment of the street railway system consists of eleven generators aggregating 8,000 horse power. These will look insignificant beside the huge piece of machinery which it is proposed soon to install.

At the present time, Mr. Nicholl says, 240 men are at work on track improvements and 139 on cars and equipment. Fifty new cars of the long pattern are now building and the old cars are being remodeled as rapidly as possible. Mr. Nicholl stated that the company did not intend to put many more open cars on its line than it has now.

The work of laying new rails wherever necessary is being rapidly pushed. From Lyell avenue to the Ridge road, two miles of new rails on double tracks have been laid, or four miles in all. The new system of welding which is being used, Mr. Nicholl says, has proven a most valuable factor in the work of improvement and is being used wherever possible, in welding old rails as well as new ones.

"This method of welding," said Mr. Nicholl, "not only does away with the bumping of cars on the rails, but it improves our power so that we can make faster time. When all the welding is done, I shall give the conductors orders not to stop for people a block away, so that we can then give a prompt schedule service."

Car 403 on the Rochester-Charlotte line, is equipped with an air brake. Mr. Nicholl was asked if this style of brake would be used on the new cars.

"No, sir," said he emphatically. "They are not a success, because they are not reliable. After our experiment on car 403 we have come to the conclusion that the only safe brake is the hand-brake and we use the very best on our cars."

In the car-systems of many cities electric buttons are placed on the back of the seat or at the sides of the windows, by which the passengers can notify the conductor when they desire to get off the car. Mr. Nicholl was asked why the Rochester system was not similarly equipped.

"Because the electric buttons have been found to be a nuisance by most of the companies using them," Mr. Nicholl declared. "Babies play with them and adult passengers frequently touch them unintentionally."

Commenting on the criticism which has been made concerning the service to Seneca park yesterday, Mr. Nicholl said:

"If the service was not as satisfactory as the public desired, it has no one but the city itself and the New York Central road to blame. How can we be expected to give good service with two such obstructions in our line as the St. Paul street improvement and the New York Central bridge, the one limiting us to a single track, the other compelling us to back every car down to a span before it can proceed. Then too, admitting that our power is insufficient, one can't go out and get a 1,500 horse power generator at one of our hardware stores when he wants it.

"Let the public suspend criticism of the service until these two obstacles over which we have absolutely no control are taken out of the way, and until we can get the power here that we want.

"Look at the shameful treatment to which we have been subjected in the matter of the West avenue bridge, and yet the public blames us there too. We are at a loss of nearly $50 a day by that delay."

Mr. Nicholl declared that the work of bettering the system will be pushed with unabated vigor, but he added that at the least computation it would take three years to bring the road up to the desired standard.

State inspector of electric railways, Charles R. Barnes, informed a Post Express reporter to-day that a hearing would be held before the State Railroad commission August 14th for the purpose of securing a franchise for the proposed electric road between Sodus and Lyons. This line, if built, will practically be a feeder of the Rochester and Sodus line. The promoters of the new road, the building of which has been agitated since early in 1899, are Edwin Hotchkiss, Edson W. Hamm and James D. Bashford. Mr. Hotchkiss is also interested in the proposed Rochester and Southern Traction company, which will build a line to Dansville.

The Sodus-Lyons road will touch the Rochester and Sodus line at Hoag [illegible]

AT HIGHLAND PARK.

Herald 7/30/1901

Concert to be Given on Thursday Night by Dossenbach's Band.

The first band concert of the season at Highland park will be given Thursday night by Dossenbach's band, under the leadership of Theodore Dossenbach. The concert will be held just opposite the car line terminal where seats have been erected for the accommodation of all. The programme will be presented under the management of the Chamber of Commerce between 7.45 and 10 o'clock.

Secretary Ives stated this morning that the reason no concerts had been given at Highland park in the afternoon was that there was no appropriate place where all the people could enjoy the music, without sweltering in the sun and trampling down the shrubbery and flowers.

The following programme will be played:

PART I.

America ..... [illegible]
Overture—Jolly Robbers ..... Suppe
Cuban Dance—Trocha ..... Tyers
Selection—The Wizard ..... Herbert
The New Born King ..... Parker
Signor John Molina.
March—Invincible Eagle ..... Sousa
Popular Medley ..... E. Boettger

PART II.

Overture—Zampa ..... Herold
Duet—Miserere ..... Verdi
F. Remington and Signor John Molina.
Medley—Head Liner ..... Mackie
Lullaby—Ma Honey ..... Arr. by Durthich
Selection—The Burgomaster ..... Mackie
Fantasie—Albion ..... Ch. Bastens
Scotch, Irish and English Airs.
Star Spangled Banner .....

CAR SERVICE AS IT IS HERE

MR. NICHOLL REPLIES TO SOME COMPLAINTS.

PEOPLE UNREASONABLE

COMPANY CANNOT OPERATE CARS FOR NOTHING.

SERVICE INTO PARKS

All That Patronage Demands, General Manager Says—Company Making Haste in Repairing Tracks and Building Cars.

Dem. & C. 7/30/1901

There is perhaps at present no matter receiving more attention from the people of Rochester than the trolley car service of the city. From many quarters there is complaint that it is inadequate, especially to the city parks and the suburban resorts. This is no new thing, this fault finding with the car service, but at the present time it is greatly augmented and has grown to a kick of considerable size. Whether it is just to the company having the franchise to operate cars remains to be seen, but that the service is very poor indeed there is no question; even the railroad officials themselves admit this, but answer that they are doing all in the power of man to remedy it, and call attention to the fact that the revolutionizing of the entire system cannot come in a day. They say it will take three years to make the change that they have but begun.

Yesterday afternoon Mr. Nicholl was asked in regard to some of the alleged faults of the system and requested to explain, which he did emphatically. He said regarding the complaints that have been made about the service to Genesee Valley park, that the company was not sending cars anywhere for nothing; that where there were no passengers the company did not make an effort to send cars. He sent for Thomas Hicks, and Mr. Hicks said that every other car ran into Genesee Valley park from 5:40 A. M. to 10 P. M. During Sundays and days on which there were band concerts, Mr. Nicholl said that every car went into the park. In the case of last Saturday the car carrying the band to the park met with an accident, Mr. Hicks said, and for that reason did not go into the park. The bandmen had to walk.

Mr. Nicholl was asked regarding the day last week when there was a baseball game in the park between St. Bridget's and the Holy Apostles teams of the Catholic League. He was told that although there was quite a crowd at the park that afternoon, only every alternate car ran into the park. He said that that was apt to occur at any time; that the every-car service was maintained only on the afternoons of the band concerts and during Sundays. On the afternoon mentioned a reporter of this paper was on board a car that turned back at the switch just the other side of Jefferson avenue. The reporter thought that he was going directly into the park, as he had read in the newspapers several times that every car ran into the park. He had a walk of a mile before he was well into the park. When the conductor asked him, as he did just before he got to the switch, if he wanted to go into the park, the conductor said that there was no way for passengers to tell which cars ran to Elmwood avenue bridge in the park, and which cars did not, that there were no designating signs on the cars. The conductor said that they had a great deal of trouble with people because of this fact.

The railroad company is laboring under difficulties regarding its cars down into Seneca park east on the extension recently built. The city is laying a new pavement on the street between Main street and Central avenue, and all the cars to this park last Sunday had to run down State, through Central avenue and thence down St. Paul street. The cars had to be run

Central avenue and then on the curve back about their own length south on St. Paul before they could go down the street on which the park is situated. Then because the New York Central is putting in a new bridge at this point a temporary track under the bridge had to be used. All this caused delays, but the company did very well under the circumstances. During week days every St. Paul street car runs down into Seneca park east from 10 o'clock A. M. to 8 P. M., the company says.

It has been reported that the park commission had been to Mr. Nicholl with complaints of the park car service. This Mr. Nicholl denies. He says that he has not had a complaint from the board.

Mr. Nicholl says that the people will never see the time when they can step out from their doorway and see a car standing right at the curb for them, but that the Rochester Railway Company is now trying to put its road in the best of repair. Every street track in the city will be gone over, and more power added and new cars built as fast as possible. He says that there are to-day 250 men working on the tracks and 150 men on the cars and wire work. He says the people of this city are too exacting in what they ask for in street car service. He likened his feelings when he hears the kicking to that of the old man with the load of apples. The old fellow had driven up a hill, and just as the top was reached the tail board came out of the wagon and the apples all rolled down again. The old chap looked back and paused a moment, and then said, "I haven't words to express myself."

DEEP WATERWAYS.

Dem. & C. 7/30/1901

Interest in the Convention Recommended to be Held Here in September.

Now that but little more than a month intervenes before the time set for the deep waterways convention recommended to be held in this city in September, under the auspices of the Rochester Chamber of Commerce, letters are being received by John A. C. Wright, chairman of the local committee appointed by the chamber to take charge of the matter. There is some objection to holding the convention in September. A few of the writers say that the month follows too closely upon the summer vacations, and that business men will have not had time to consider the question thoroughly and to make their plans accordingly.

But Rochester seems to be the unanimous choice as the convention city. Some object to Buffalo because her barge canal scheme might prevent her citizens from supporting the larger deep waterways project. One of the objects in holding the convention in September is so that the expression of the delegates present may be laid before congress when it meets. The report of the deep waterways commission was made to congress at its last session, but was not discussed by it, because of lack of time. The report is nearly out of the printer's hands. It took three years in its making and cost $485,000.

Among those who have been heard from regarding the convention is Major George Y. Wisner, president of the United States deep waterways commission, of Detroit. The major says that he hopes that it will result in the different factions in New York state getting together on some definite plan of action. He will attend. Another writer is Henry B. Herbert, chairman of the committee on canals, of New York city. He has asked whether the projectors of the convention are committed to the recommendation of the deep waterways commission, or whether it is to be a convention for the free, unbiased consideration of the situation of canal affairs. He also desires to know how many delegates the New York Exchange with its 3,000 members will be entitled to at the convention. O. A. Thorp, president of the deep waterways association of Illinois, favors a later date for the convention. William P. Judson, member from New York to the international deep waterways association, and President A. L. Crocker, of the Minneapolis Board of Trade, do not favor this time for the convention, since the report of the United States deep waterways commission has not yet been made, and Mr. Crocker says that without this report the undertaking is too big an expenditure to be gone through with.

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A DELAY OF NINE MONTHS

Completion of Ridge Road Held Back Until Next April on Account of Difficulty in Procuring Rails, Owing to Steel Strike.

WORK TO START

Contractor and Attorney Are Getting Rights of Way.

TROUBLE WITH TRACTION CO.

Rumors That a Combination May Be Made With the Traction Company Running From Lockport to Buffalo, Thus Saving Competition and Cost of Construction — First Class Road.

Frederick St. John of New York, attorney and Henry McTighe of Brooklyn, contractor, representing Sutro Brothers, the bankers who are the financial backers of the Ridge Road trolley are in the city for several days, engaged on business for the road.

This trip of the New York parties has no connection with the preliminaries connected with the financiering of the road; these will be transacted later between a member of the firm of Sutro Brothers and the directors of the Ridge Road company. Consent to make a mortgage for $3,500,000 to protect the proposed bond issue for that amount has already been filed with the Monroe County Clerk and it is expected the mortgage itself will be filed soon as the bankers come here a few days later.

Messrs. St. John and McTighe are engaged in completing the negotiations for rights of way in various sections along the route. The rights have already been secured in a majority of cases, but there are a few remaining rights to be procured. From Lockport to Buffalo, the Ridge Road runs parallel to the line of the so-called Traction Company, which is a spur of the Buffalo Railway Company. Naturally the managers of this electric line already in operation object to the paralleling of their line by another company. It will be remembered that the officers of the Traction Company were witnesses before the Railroad Commission on behalf of the Central and in opposition to the application; in fact, the traction company has fought the new company at every point.

While no serious trouble is anticipated in procuring the rights of way needed between Lockport and Buffalo, the traction company has made all the trouble possible and the new company must still procure the right of way from several small villages at the other end of the route. The traction company will be at a great disadvantage after the Ridge Road is in operation and there have been persistent rumors afloat to the effect that a consolidation might be made, the new company using the tracks of the old company from Lockport to Buffalo, saving the expense of constructing a road and avoiding competition between parallel roads.

One objection is that the traction company is restricted in the carriage of freight by its franchise or by its agreement with other roads with which it is connected. Another objection is that the new line with its through traffic is in shape to capture the greater percentage of the business any way and is unwilling to pay as much for the lines of the traction company as the managers of the latter company ask.

Although Attorney St. John refused to discuss the matter last evening, it is still possible that some deal may be made between the two companies and it is thought that this is part of the business that brought him to Rochester at this time.

When asked regarding the effect that an appeal by the Central Railway Company might have on the construction of the road, Attorney St. John was emphatic in stating that the road would be constructed and in operation before a decision could be obtained from the Court of Appeals, in any event. He intimated that he was not at all afraid that an adverse decision would be rendered by the courts. If the object in taking an appeal was to stop the construction of the road, he said it would fail.

He said it would require three months to transcribe the stenographic evidence and it would require several weeks more to print the case. The cost of the appeal would be about $10,000. It will be six months before the case could be argued in the Appellate Division and a year later before a decision from the Court of Appeals could be handed down.

Attorney St. John said every legal arrangement had been made and it would only require a few hours to consummate the plans, so that the money could be made available to construct the road. He did not know how long these preliminary arrangements in procuring rights of way and other matters en[illegible] before September 1, all attempt to complete the work during the fall or early winter has been abandoned by reason of the big strike in the steel works. The steel situation was very much congested before but the strike that started three weeks ago has made a bad matter worse. No order for steel rails can be placed at Pittsburg to-day that will be filled within nine months from date. If the order for rails can be placed before September 1, the rails cannot be delivered before next April, unless the situation changes unexpectedly for the better.

When it was hoped that the franchise might be granted as early as March 1, Contractor McTighe placed a conditional rush order for rails, and the promise was then given that an order filed on March 1 would be filled on July 1. It was planned to rush the construction so as to get a share of the Pan-American trade, if the State Railroad Commission had given the franchise early in the spring. But the delay of the franchise until July served to cancel the prior rush order for rails that was to be filled in four months; and the strike delays things so that nine months is the time demanded for filling the order.

It is expected to complete all plans and do all the grading work during the pleasant weather this fall, as well as to construct the power house that will be capable of generating 9,300 horse power. As soon as the rails are delivered the work of laying them can be greatly expedited and the road can be in operation inside of a month or six weeks after that date. The delay therefore in completing the road is not a matter of special consequence, as the managers do not seem to be very anxious to open the road in midwinter, anyway. If the road is fully equipped and in running order as early as next May or June, that will be time enough to get all the profitable business of the year.

When asked regarding the entrance of the road into the city, whether a trackage arrangement would be made with the Rochester Railway Company on Lake Avenue and State Street, or whether separate tracks would be laid through Dewey Avenue, West Street, Ford Street to West Avenue Bridge, Attorney St. John refused to discuss the subject.

"That matter is in such a delicate shape," he said "that I do not care to discuss it."

The indications are that the company will try to procure its own tracks up to Main Street, as the experts claim the tracks of the Rochester Railway Company are not heavy enough to take care of the freight traffic that will be handled.

The Ridge Road will be constructed of seventy-pound T rails, with ties two feet apart, or the thickness and width of steam railroad ties and eight feet long. This construction is much more stable than that of any other electric line in this vicinity. Contractor McTighe is authority for the statement that the largest steam locomotive could safely run on the road, although there is no intention, of course, to use steam. At the same time, freight trains of fifteen cars will be run of the same size and weight of freight cars used on steam roads at a speed of twenty miles an hour will be maintained.

These statements give a better idea of the proposed freight traffic on the Ridge Road than has ever been given. While the statement is rather startling that the new road will run long freight trains and be capable of operating the engine of the New York Central, it indicates the possibilities of the Ridge Road freight business beyond anything yet announced.

LINES FROM ROCHESTER TO SYRACUSE.

Engineer W. C. Gray Tells of Progress of Electric Road Building in This Direction—Franchise Obtained from Ten Intermediate Towns—Progress of Ridge Road Electric Line.

Post Express. July 31st 1901.

William C. Gray, chief engineer for the Buffalo, Niagara Falls and Rochester Electric Railway company; for the Rochester and Southern Traction company and for the proposed line from Rochester to Syracuse, has returned from Newark, this state, where he has been at work on a survey for the last named line.

An interview with Mr. Gray to-day threw much light on the Rochester-Syracuse enterprise and incidentally upon the great trans-state electric trunk line project of which it will form a part.

In the first place, Mr. Gray was positive in his assertion that a line from Rochester to Syracuse would be constructed, and that work on it would be commenced this summer.

"Back of Mr. Lux, who is the moving spirit in this enterprise," said Mr. Gray, "there stands a strong body of men with any amount of capital. Their names have not been made public yet, for the reason that they do not care to be subjected to the annoyances that would press upon them at a time when it is wisest that their plans should be kept to themselves. Most of them are local men—that is, men residing in Western and Central New York. There are some Rochesterians among them, the publishing of whose names, later on, will be a surprise to the public. Not one of these men is interested financially in the Ridge road line. The aggregate capital which they control is not much less than $25,000,000 and one of them just recently made a western investment of $4,000,000. When they will decide to form an incorporated company, I do not know, but I presume a pretty accurate roster of their names might be obtained from the list of those who have incorporated the individual electric line companies along the line of the proposed Rochester-Syracuse route."

Route Outlined.

This route, Mr. Gray said, would pass through Pittsford, Egypt, Minden, Palmyra, Port Gibson, Newark, Lyons, Lock Berlin, Clyde, Savannah, Montezuma, Port Byron, Weedsport, Jordan, Memphis, Warners, Belle Isle and thence into Syracuse where it will connect with the Rapid Transit company of that city.

In the first ten places named, local franchises have been secured and individual electric railway companies have been organized. Applications for franchises are to come before the villages of Montezuma and Port Byron to-night. As previously stated in The Post Express, the object in organizing an individual railway company in every town is to take advantage of the law which permits a company to extend its road in either direction under its local franchise. In this manner, if necessary, the individual roads will be connected with one another to form a complete line from here to Syracuse.

To-morrow morning, Mr. Gray will begin work on the survey of a line beginning at the junction of Atlantic and University avenues in this city and running through Penfield and Fairport to Egypt where it will be extended four miles to connect with the direct line to Syracuse, running to Rochester via Canandaigua. The object of this survey is to prepare a shorter route from Pittsford to Rochester in case the Rochester-Geneva line should not be constructed. The Rochester-Geneva company, it will be remembered, has an application for right of way pending before the village of Fairport, as have also the Monroe County Belt Line company and the Rochester-Syracuse projectors.

Part of a Large Loop.

Fairport has settled the matter by deciding that which ever one first gets permission from the state railway commission to construct its line, and actually begins the work of construction, shall obtain the right of way through Fairport, with the privilege of leasing its lines to other companies.

Even though the Rochester-Geneva line should be built, Mr. Gray declares, the Rochester-Syracuse people will build a line to Pittsford through Fairport, for the sake of the traffic which they hope to exchange with the Rochester-Geneva line. Thus it will be seen that at Pittsford, the Rochester-Syracuse line will assume a two-pronged form into Rochester.

The Rochester-Geneva line also, will form part of a large loop which will afford a more southerly route from Rochester to Syracuse. The Syracuse Rapid Transit company is now engaged in extending its line in a southwesterly direction through Camillus and Marcellus and Rose Hill, in the direction of Auburn, while the Auburn City Railway company, is extending its line to meet the incoming Syracuse line. The Geneva city railway company is extending its line to Waterloo, Seneca Falls and Orchard Beach on Cayuga lake, and from this point it will cross the lake and connect with the Auburn system. When this work is completed, therefore, a direct route will be established from Rochester to Syracuse via Canandaigua, Geneva, Seneca Falls, Lake Cayuga, Auburn and Marcellus.

[illegible] the route of the [illegible] Syracuse lines in the [illegible] of which only Mr. Lux and [illegible] associates are interested.

Mr. Gray said to his interviewer that at a conference held between Mr. Lux and himself last night, it was decided to build the Rochester-Syracuse line of steam railway standard equipment, just as the Ridge road line will be built. In other words, while it is not intended to use steam power on the line, the roadbed will be so strongly constructed that steam rolling stock of the heaviest type could be used on the road with impunity.

"Our rails will be just two pounds lighter than those of the West Shore railway when it was first built," said Mr. Gray.

"The work of grading, Mr. Gray declared, would certainly be commenced this summer and, if practicable, the work of laying the rails also.

Cannot Obtain Rails.

"But," said he, "we cannot buy a pound of steel in the market to-day, even if we wanted to; so the time at which that part of our work will be begun depends altogether upon one's ability to press when the industrial situation in steel circles will be adjusted. Even though the strike of the steel workers should be settled to-morrow, it would be two weeks before any orders could be filled for us."

Turning to the affairs of the Buffalo, Niagara Falls and Rochester road, Mr. Gray scouted certain disparaging statements which have been made concerning the road's financial backing and the prospect of its ever being built.

"Suppose only a few thousand dollars of its capital stock have been paid in," said he, "what is the immediate necessity for paying in any more? I am speaking the truth when I say that $27,000,000 has been eagerly tendered us for the construction of that line, and that the $3,500,000 which comprises our capital stock has been available any minute since September 1, 1900."

Mr. Gray declared that Contractor McTighe's statement that freight trains of fifteen cars each would be run over the road at an average speed of twenty miles an hour was a mistake.

"In the first place," said he, "no such train as that would be permitted to run over the public highways. That condition of affairs may come about when roads traverse private right of way, as they must in time. And in the second place, no such rate of speed as Mr. McTighe suggests, will be made. I, myself, testified before the state railway commission, that our freight trains would not be run at greater speed than twelve miles an hour, while the passenger trains would be run from Rochester to Buffalo in four hours—an average of twenty-one miles per hour.

"Electric locomotives will be used on our freight trains. If you can picture the tenders of two switch engines placed at [illegible] end, with a cab in the middle, you will have an idea of what an electric locomotive looks like. Ours will be covered to look like an ordinary car, so that they will not scare teams along the highway."

Delay on the Ridge Road.

Contractor McTighe, who is still in the city says that the work of laying the rails on the Ridge road line will be delayed until next spring, owing to the same reasons for delay which Mr. Gray described as preventing similar work on the Rochester-Syracuse line. The work of grading, however, he said, would be carried on this fall, as well as the construction of a power house, capable of generating 9,300 horse power.

From Lockport to Buffalo, the Ridge road project is meeting with considerable opposition from the Buffalo Traction company, whose line the Ridge road will parallel. The Traction company has joined hands in its opposition, with the New York Central. The possibility of a consolidation of the Traction company's interests with those of the Ridge road, so that the latter might use the Traction company's tracks, is met with the objection from Attorney St. John, of the Ridge road, that the Traction company is restricted in the carriage of freight by its franchise and by its agreements with other roads with whom it is connected. Mr. St. John said that while this difficulty might be carried into the courts, so long a time would elapse before a decision would be rendered, that the Ridge road would have its line completed.

Mr. Gray is also chief engineer for the Rochester and Southern Traction company, which proposes to build a line from Rochester to Dansville.

Concerning the progress of this project, Mr. Gray said that the company has secured forty-nine miles out of the seventy-eight miles of right of way which it needs, and that this work is being pushed every day. Application for a franchise to the state railway commission can not be made, Mr. Gray says, until the survey of the road is completed and a map made. Mr. Gray is gathering a mass of information for this survey, and the work will soon be completed, he says.

Daily Herald July 31/1901

RAILROAD COMPANY WILL PAY BILL SO AS TO PROCURE MORE POWER

Attorney Bissell Says Rochester Gas and Electric Has Company Where It Must Compromise and Suit Will Be Settled--"A Dirty Trick But We Must Have Power and Can't Wait"--Rochester's Bill for Electric Lighting.

The row between the Rochester Gas and Electric Company and the Rochester Railway Company goes merrily forward. As was stated in The Heraldyesterday, the electric company has refused to sell any power to the railway company until the latter pays up its bill for subway rentals which the railway company is contesting as exorbitant.

But this is not the only way in which the gas and electric company has attempted to hold up the railway company and compel a settlement of its account. The plan of welding the rails of the track of the railway company has been adopted here, having worked so well in Buffalo and other places. The work is done by a corporation which has special apparatus and patents for such process and which it transports with it from city to city. The work of welding is done by electricity and the railway company has not sufficient power to spare to do this work.

The welding company therefore sought to buy power from the Rochester Gas and Electric Company for the job. It has just been turned down in its application for power on the ground that to furnish it might help the railway company, and that no power was to be furnished the latter or any concern connected with it or working for it until it settled up its subway bill. The welding process will, therefore, have to wait for happier days.

It is quite likely that the suit, however, will be compromised by the payment of the claim for subway rentals made by the electric company. The sum in question is $5,000, which the railway company disputes as exterionate.

The Rochester Railway Company is preparing to erect a new power house, but that will require six months to get in operation, while the power house of the Citizens company will not be ready before New Years. This leaves the Rochester Gas and Electric Company absolute master of the situation. It refuses to sell power to the railroad company to run cars unless the company will pay the disputed bill for subway rentals.

When Attorney Charles A. Bissell of the Rochester Railway Company was asked yesterday by a Herald reporter what would be the outcome of the controversy, he said:

"The Rochester Gas and Electric Company has got us and we can't help ourselves. We must have more power, and we cannot buy it of any other company, and we cannot erect our own power house in time to manufacture the extra power we need this season. So I suppose there is no other way than for us to pay what rentals the company asks of us.

"I could go to the courts and beat them," he added, "but they could tie us up in the courts so we could not get power for several months and we cannot wait.

"Yes," said Mr. Bissell, emphatically, "it's a dirty trick, but we can't help ourselves and must compromise as best we can."

This charge against the Rochester Gas and Electric Company will be one of the first matters the Lamp and Electricity Committee will take up this week, when the investigation starts and it will prove the strongest possible argument for the municipal control of the subways.

The fact of the matter is that the Rochester Gas and Electric Company can get such good rates for its power and has a monopoly of the business so complete that it can afford to be very independent when the question of renting out power to any concern in the same or similar line of business is concerned. Its income from the power it sells to the city of Rochester in the way of electric lighting will net it a gross income of over a quarter of a million. In fact, from the estimates presented it is probable that the bill will run up to about $260,000. This will be the most enormous electric lighting bill ever paid by the municipality, and as the regular five-year contract with the Rochester Gas and Electric Company is about to expire with the current fiscal year, it is probably the biggest bill that will be paid by the city for this purpose in a good many years to come.

The citizens of Rochester pay more for their public lighting service per capita than the citizens of any other place in the United States, with the exception of Providence, R. I., and Yonkers, N. Y. This fact is established by figures compiled by the United States Bureau of Labor Statistics and based upon the census of 1900. The cost per capita is now $1.44 in Rochester. Boston was recently cited by Mayor Carnahan in his celebrated veto as a place where competition had failed to work and where an electric light combination had done its utmost to inflate the prices. Boston is the fourth city in the Union in its price of public lighting per capita, but its cost is $1.31, or 27 cents per capita less than it is here. The following table as compiled by the United States authorities shows a number of cities where the price is the highest:

City	Population	Cost per capita
Providence	175,197	$1.72
Yonkers	47,931	1.54
Rochester	161,535	1.44
Boston	560,892	" " 1.31
Utica	56,383	1.08
Buffalo	352,219	.57

The list then grades down, showing 88 cents per capita in Philadelphia, 80 cents in Syracuse, 67 cents in Indianapolis, where the population is 169,164, and most nearly approximates that of Rochester, while in fifteen or twenty cities it is as low as 50 cents per capita, and in New York City, where Tammany is supposed to do all things ill, the per capita cost is only 38 cents.

Not only is the per capita cost of public lighting in the city of Rochester high; it is on the increase. Four years ago the per capita cost here, while still about the highest in the country, was $1.26, so that it has gone up 18 cents per capita in the last few years.

The cost of lighting the public streets in this city during the ten years of the contract with the Rochester Gas and Electric Company has increased as follows:

Year.	Total cost.	Increase over previous year.
1890-91	$146,994.33	
1891-92	160,283.19	13,290.16
1892-93	163,571.83	3,288.64
1893-94	171,051.10	7,479.27
1894-95	181,574.91	10,523.81
1895*	*192,846.68	*11,811.77
1896	201,220.65	7,934.98
1897	212,633.04	11,414.28
1898	228,299.09	15,666.05
1899	235,772.23	7,473.14
1900	246,599.09	10,826.86

*Estimated on cost for nine months when fiscal year was changed.

The total increase for ten years is only $99,604.75, but the increase is not stopping. The estimated cost for maintaining the city's lighting system for the coming year for the lights now in use is $250,105.30, and the additional cost of lighting is placed at $8,501, which will make the grand total for the coming year $258,646.30, and the per capita cost of lighting for the present year $1.53.

It does not take a very close inspection of these figures to show that the cost of public lighting service in this city is on the increase so fast that Rochester has overtaken Yonkers in the race for extravagance in this direction and will soon be competing with Providence, R. I., for the honor of being the city in the country where the public lighting service costs the most.

Ordinances were introduced in the Common Council this year providing for the assessment upon individual property owners of the extra expense of the double arc lighting system wherever it is introduced. This ordinance has received no favor and as a measure of economy its bearing is not obvious.

The double arc lighting system as it exists on Main and other principal streets is generally conceded to be a great ornament to the thoroughfares on which it exists, and great pressure is brought by taxpayers residing on the streets benefited to secure it, as it costs them little more, while, on the other hand, the Rochester Gas and Electric Company gets 40 cents per night per double light where it only gets 25 cents per night per light for the ordinary arc lights.

On the other hand, the double arcs give less light than one single high tension arc, and the extra expense of these lights, although they cover but a small portion of the city's lighting area, would alone give the Rochester Gas and Electric Company a handsome profit on the year's business. What these profits are no one, of course, knows; that is to say, no one who does not directly reap the benefits thereof.

Public lighting, however, is not the sole province of the Rochester Gas and Electric Company. The Common Council committee appointed to investigate its methods and the possible benefits to accrue here from competition may have to do a little public lighting on its own account.

Of course the rapacity of the Rochester Gas and Electric Company in holding up the Rochester Railway Company and forcing it to pay an extortionate bill before it will sell power that it has on the market for sale relieves the railroad of little responsibility, and it has not stopped the constant complaint that is being made on the street car service. That continues to be as bad as ever. Manager Nicholl was quoted in the Democrat and Chronicle as stating that no complaint had been made by the Park Commission of the service in the parks. Superintendent C. C. Laney of the Park Commission promptly denied this assertion yesterday in the following statement over his own signature. He said:

"In reply to the statement of Manager Nicholl of the Rochester Railway Company that the Park Commission has never complained to him about the inadequate car service to Genesee Valley Park, I will state that in conferences between the Park Commission and Mr.

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Nicholl the subject frequently has been discussed and complaint has been made by members of the commission to Mr. Nicholl that the company was not giving proper service and the service promised to the commission early in the season."

Band Concerts in the Parks.

Saturday Afternoon, 3 to 6 p. m., Seneca Park East. Dossenbach's Band.

PART I.

America .....
Overture—Martana .....Wallace
Cornet solo .....Selected
Raymond Bettys.
Selection—Faust .....Gounod
Serenade—La Paloma.....Zradier
Trombone solo—For All Eternity .....Mascheroni
George Beheim.
Fiddle-Dee-Dee .....Stromberg

PART II.

Overture—Rienzi .....Wagner
Clarinet solo .....Selected
John Phaff, jr.
Selection—Freischuetz .....Weber
Darkies Jamboree .....Puerner
Largo .....Handel
From Fireside to Battlefield.....Dalbey
(Reminiscences of the War.)
Camp at Home—Rooster Crow—Church Clock—Reveille—Mess Call—March to Train—Soldiers Farewell—By Train to Battlefield—At Scene of Battle—Union Band and Confederate Band (in distance) playing alternately—Taps—Assemblies—Just Before the Battle, Mother)—Commence Firing—Cannon—The Battle—Retreat.
Star Spangled Banner.....

Sunday Afternoon, 3 to 6 p. m., Genesee Valley Park, 54th Regiment Band.

PART I.

March—Union Forever .....Scouten
Overture—Martha .....Flotow
Waltz—La Gitana .....Bucalossi
Selection—Highwayman .....De Koven
Song for cornet—For All Eternity .....Thomas
Mr. Bassett.
Song for trombone—Asleep in the Deep .....Petrie
Mr. Bubel.
Medley selection — Princess Bonnie .....Spenser

PART II.

March—Old Colonial .....Taylor
Overture—Queen of Autumn .....Bigge
Paraphrase—Nearer, My God, to Thee .....Reeves
Oasis—A Caravan Episode..Langey
Comic Patrol .....Hacker
Grand Military Tattoo.....Saro
Waltz—Auf Wiedersehn .....Bailey

Herald Anglers

THE BARGE CANAL.

Aug 6 1901

Will be One of the Questions Discussed at State Commerce Convention.

Captain W. C. Clark, of Constantia, is in Rochester in the interest of the third annual commerce convention, which is to be held in October this year, either in Buffalo or Niagara Falls. To this convention the commercial bodies and business men of the state, including chambers of commerce, boards of trade, merchants', manufacturers' and business men's associations, etc., are invited to send delegates. The convention will be in session two days, and state questions only will be brought up. The barge canal matter will be discussed, and Captain Clark is quoted as saying that the convention "will undoubtedly advocate and recommend the election of assemblymen this fall from every interested canal, lake or river county, pledged to submit the proposition of enlarging the canals in 1902 to what is known as a 1,000-ton barge canal dimensions, as provided by the survey of State Engineer Bond, and submitted to the governor, with maps, in February of this year."

Captain Clark is the organizer of the convention. Others interested are John Kernan, president, of Utica; Harvey W. Brown, a member of the firm of Smith, Perkins & Company, of this city, and Frank S. Gardiner, secretary of the State Board of Trade and Transportation, of New York.

THE SUPPLY OF POWER TO BE PERMANENT

Result of Conference of Messrs. Judson and Nicholl.

The Rochester Railway Will Obtain 1,000 Horse Power on Week Days and 1,500 Horse Power on Sundays —Service Bettered by the Additional Energy— What This Amount of Continuous Power Means.

Aug. 1st, 1901. D&C.

As the result of a conference between President J. Lee Judson, of the Rochester Gas and Electric Company, and General Manager Nicholl, of the Rochester Railway Company, held yesterday noon, the tentative memorandum of agreement, made by the counsel of the respective companies on Monday, was accepted, and the railway company is no longer short of power.

Under the memorandum of agreement referred to 1,000 horse power of electrical energy was sent to the bus bars of the railway company on Tuesday and yesterday, resulting in an immediate improvement in the service. Under the arrangement completed yesterday, this supply of power is to be continued indefinitely, with an additional 500 horse power on Sundays, with which to care for the increased traffic. Should the railway company find itself in need of still more power, it will be available from the same source.

To say that this definite arrangement has taken a load from the mind of General Manager Nicholl would scarcely be an adequate expression. It will enable the manager to turn his attention unreservedly to the forwarding of other betterments as well as to satisfy the public to a greater degree. Indeed, the increased activity on the lines was especially noticeable yesterday. That the effect on the patronizing public will be no less gratifying there can be no doubt. Everywhere throughout Tuesday and yesterday the prompt movement of the hundreds of cars and the greatly accelerated speed was very noticeable.

What effect the contract for power will have in the matter of a new power house cannot of course be clearly foreseen. It is intimated, however, in an informal way, that sufficient power may be utilized from the outside source, increasing from time to time as needed, to operate the cars of the street railway company without the necessity of erecting a costly power house, with its enormous investment. This course would enable the railway company to carry out necessary improvements and profitable extensions, while at the same time maintaining first-class service in the matter of power. While the terms upon which power is furnished are private, it is definitely understood that those terms are satisfactory to the parties in interest.

It is due to the management of the railway company that the full significance of the new arrangement should be understood, as it is a matter which vitally affects the public as well as the railway management. As Manager Nicholl so aptly said, in an interview published in the Democrat and Chronicle yesterday morning:" One thousand horse power is a 'whole lot' of power." Under the arrangement perfected with the Gas and Electric Company, this 1,000 horse power of energy on week days and 1,500 horse power on Sundays is not simply furnished during the "rush hours," or hours of heavy traffic only, leaving the system short of power during the interim. The railway company has this amount of electrical power at its service throughout all of the hours of traffic. It is not power used for other purposes normally, or at certain hours, and furnished to barely "help out" in times of heavy load; it is available all of the time.

There are several advantages in having a source of constant power, which will be at once appreciated. This "whole lot" of power will avoid the necessity of crowding the generators at the railway power house beyond the point of greatest efficiency, and will of course minimize the danger of disabling generators by the burning out of armatures. In fact, it should, with careful management, have the effect of greatly increasing the total efficiency of the street railway power plant. With sufficient power there will be no necessity of relaxing the efficiency of car service, at any time during the hours of traffic, as the power is, as has been said, always at the service of the system.

It is hoped, by next Sunday, to complete the installation of the feed wires on the Seneca park line, in order to accommodate the large Sunday traffic to that popular public pleasure ground. The additional 500 horse power will also handle the enormous traffic dumped on to the city lines from the suburban roads, during the rush hours of Sunday night, and enable passengers to reach their homes in different parts of the city at a seasonable hour.

Nearly 400 men were yesterday at work at various portions of the street railway. While there is undoubtedly much ground for the complaints which have been made of the bad condition of the roadbed at various points, as well as the scarcity of power to maintain the service, and still keep the track welding gangs at work [illegible] it is only fair to state that the management is showing a disposition to place matters on a better basis. And obtaining a reliable and adequate and continuous supply of additional power is certainly an earnest of good intentions.

Ninth Concert

PUBLIC BAND CONCERT
BY
DOSSENBACH'S BAND,
THEODORE DOSSENBACH, DIRECTOR.

AT HIGHLAND PARK,
Thursday Evening, August 1, 1901,
FROM 7.45 TO 10 O'CLOCK,
Under the Auspices of the Rochester Chamber of Commerce.

Program. . .

PART I.

AMERICA.
1. OVERTURE—Jolly Robbers, - - - - *Suppe*
2. CUBAN DANCE—Trocha, - - - - - *Tyers*
3. SELECTION—The Wizard, - - - - - *Herbert*
4. The New Born King, - - - - - *Parker*
SIGNOR JNO. MELLINA.
5. MARCH—Invincible Eagle, - - - - *Sousa*
6. POPULAR MEDLEY, - - - - *E. Boettger*

PART II.

7. OVERTURE—Zampa, - - - - - - *Herold*
8. DUET—Misarere, - - - - - - - *Verdi*
MESSRS. F. REMINGTON AND SIGNOR JNO. MELLINA.
9. MEDLEY—Head Liner, - - - - - *Mackie*
10. LULLABY—Ma Honey, - - - - *arr. by Burleigh*
11. SELCTION—The Burgomaster, - - - *Mackie*
12. FANTASIA—Albion, - - - - - *Ch. Baetens*
(Scotch, Irish and English Airs.)
STAR SPANGLED BANNER.

TO CLOSE SATURDAYS.

July 31 1901

Local Stove and Hardware Dealers Sign an Agreement.

The movements regarding the closing of the stores of the city seems to be on the increase, and has now extended to the stove and hardware stores. The following dealers have agreed to close their establishments at 1 o'clock Saturday afternoons during this month and the first Saturday in September:

W. H. Suess, Smith & Oberst, Henry Seibert, Frank H. Callister, C. F. Rodenbeck, Henry Lester, James H. Brown, Kennedy & Co., John A. Lawrence, Levi Hey & Co., P. H. Williams, T. G. Chilsell, H. J. Bricker, L. J. Marchand, Fleming and Renner, George W. Potter, John Seibert, W. Lautergaeh, Waldert & Anscomb, Thomas Turner, H. H. Maxson, Krausnick & Yauchzi, J. B. Snyder Supply Company, W. J. Brayer, John Bamber, Frank Berger, G. E. Barker, and L. E. Mason.

Tenth Concert

PUBLIC BAND CONCERT
...BY...
DOSSENBACH'S BAND.
THEODOR DOSSENBACH Director.

IN SENECA PARK, EAST,
Saturday Afternoon, Aug. 3, 1901,
FROM 3 TO 6 O'Clock.
Under the Auspices of the Rochester Chamber of Commerce.

Program . . .

PART I.

"AMERICA."
1. OVERTURE—"Maritana," - - - - - *W. V. Wallace*
2. CORNET SOLO— - - - - - *Selected*
RAYMOND BETTYS.
3. SELECTION—"Faust," - - - - - *Gounod*
4. SERENADE—"La Paloma," - - - - *Zradier*
5. TROMBONE SOLO—"For All Eternity," - *Angelo Mascheroni*
MR. GEO. BEISHEIM.
6. "Fiddle-Dee-Dee," - - - - - *Stromberg*

PART II.

7. OVERTURE—"Rienzi," - - - - - *R. Wagner*
8. CLARINET SOLO— - - - - - *Selected*
MR. JOHN PHAFF, JR.
9. SELECTION—"Freischuetz," - - - - *C. M. Weber*
10. "Darkies' Jamboree," - - - - - *Puerner*
11. "Largo," - - - - - - - - *G. F. Handel*
12. "From Fireside to Battlefield," - - - *Dalbey*
(Reminiscence of the War.)
Camp at Home—Rooster Crow—Church Clock—Reveille—Mess Call—March to Train—The Soldiers' Farewell—By Train to Battlefield—At Scene of Battle—Union Band and Confederate Band (in distance) playing alternately—Taps—Assembly—Just Before the Battle, Mother)—Commence Firing—Cannon—The Battle—Retreat.
("Star Spangled Banner.")

Eleventh Concert

PUBLIC BAND CONCERT
BY THE
54th Regiment Band
F. A. ZEITLER, Director

AT GENESEE VALLEY PARK
Sunday Afternoon, August 4, 1901
FROM THREE TO SIX O'CLOCK
Under the Auspices of the Rochester Chamber of Commerce

Program

PART I

1. MARCH—"Union Forever," - - - - - *Scouten*
2. OVERTURE—"Martha," - - - - - *Flotow*
3. WALTZ—"La Gitana," - - - - - *Bucalossi*
4. SELECTION—"The Highwayman," - - - *De Koven*
5. a. SONG FOR CORNET, "For All Eternity," - *Thomas*
MR. BASSETT
b. SONG FOR TROMBONE—"Asleep in the Deep," *Petrie*
MR. BUBEL
6. MEDLEY SELECTION—"Princess Bonnie," - - *Spenser*

PART II

7. MARCH—"Old Colonial," - - - - - *Taylor*
8. OVERTURE—"Queen of Autumn," - - - *Carl Bigge*
9. PARAPHRASE—"Nearer, My God, to Thee," - *Reeves*
10. a. "OASIS"—A Caravan Episode, - - - *Langey*
b. "COMIC PATROL," - - - - *Hacker*
11. "GRAND MILITARY TATTOO," - - - - *H. Saro*
12. WALTZ—"Auf Wiedersehn," - - - - *Bailey*

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PLANS OF TROLLEY PEOPLE.

May Utilize Rochester Railway Tracks in Passing Through the City.

There was a scarcity of trolley road managers in the city yesterday. At an early hour in the forenoon Messrs. McTighe, St. John and Tone, with Engineer W. C. Gray, all connected with the Buffalo, Niagara Falls & Rochester Electric railway, departed for Buffalo. Some of these gentlemen are connected with the proposed electric railway from Rochester to Dansville and Hornellsville, and Engineer Gray is also engineer for the Rochester & Syracuse trolley line.

Contractor McTighe and Attorney St. John have been in the city for several days. It was intimated yesterday that their present purpose is arranging for a traffic connection which will enable the Ridge road electric railway to pass through the city on the tracks of the Rochester railway, and thus connect with the line to Syracuse, and also the line to Geneva and the proposed line to Hornellsville by way of Dansville. A syndicate of Detroit capitalists is said to be interested in a combination of electric railways to form a connection from the large Western cities to the seaboard. Mr. Lux, who is at the head of the Detroit syndicate, was to be in Buffalo yesterday, and it would not be a hazardous guess that such fact was not disconnected with the visit of the Rochester group of trolley people to the Pan-American city.

A TROLLEY PROPHET FORETELLS A NEW LINE

Report of a Proposed Electric Railway From Wallington to Wolcott, Thence to Syracuse.

New York railway men have been in the northern part of Wayne county for the past few days, looking into the advisability of constructing an electric railway from Wallington to Baldwinsville, passing through Alton, Rose, Wolcott, Cato and other villages.

It is a well known fact that the Rochester & Sodus Bay railway officials would be glad to see such a road constructed, affording them a through freight route between Rochester and Syracuse. A well-known Wolcott business man, in speaking of the enterprise, says:

"Within two years there will be a trolley line connecting Rochester and Syracuse, and it will pass through Wolcott, too. I do not wish to have my name printed just now, neither will I mention anyone else's name, but I am not indulging in merry jests nor glittering generalities when I say what I have just said. One trolley line already extends from Rochester to Wallington. Another reaches from Syracuse to Baldwinsville, and the route from the latter place to Cato by the way of Plainville has already been surveyed.

"The connecting link would not be a long one. The first portion to be built will be from Wallington to Sodus. Then it will be easy to extend the line to Cato, and at that point the Syracuse corporation will be eager to make connection from Baldwinsville. Three weeks ago a party of Rochester business men who are interested, financially and otherwise, in the Rochester & Sodus Bay line, planned to go to Wolcott to look the town over. Their object was to see whether it would be worth while to build a spur to Wolcott from Wallington at once. Canners and commission men desire to tap the fruit belt still deeper, and retail merchants hope to increase their trade. We thought the time propitious, as a good deal of building is going on just now, and Wolcott always looks at its best at this season of the year. They were willing to be convinced, and the town would have captured them to a certainty. The party was all made up and the date arranged, when several of the members were called away by urgent private business. This broke up the excursion. But the interference was only temporary. They will be here yet before the summer is over, and when they come they will mean business. They are more than half inclined to go ahead as it is, although a majority never saw our beautiful village.

"I have heard from them several times since they failed to connect and they will be here, and by 1905 the trolley cars will come, close following upon the heels of our waterworks. Remember what I say, and see if I am not a true prophet."

The Inland Cities.

Commenting upon the results of a recent Chicago venture, the Troy "Times" says:

The owners of the steamers which have succeeded in making the voyage from Chicago to Europe and back are naturally somewhat discouraged over the lack of profits, but with true Chicago determination they propose to try again before definitely deciding to abandon the project. There are few persons who believe, however, that the plan of making Chicago a seaport can be carried out successfully. That city will have to be contented with being the metropolis of the interior.

The conclusions of the "Times" seem rather hasty. Because the first trip to Europe of Chicago-laden vessels has been unprofitable, it does not follow that Chicago must be content to remain the metropolis of the interior. Indeed, the failure from a financial point of view, of the scheme to send vessels from Chicago to Liverpool, will only serve to emphasize the importance of having deep waterways in this country, and may lead to the construction of such ways, in which case Chicago will virtually be an ocean port. In that case, also, other inland cities will become "ocean ports," Rochester among them.

Within a short time a deep waterway convention of national importance will be held in this city, attended by dele-

SATURDAY CLOSING.

The Chamber of Commerce of our city has added another to its already long list of good things to its credit in the way of lending forward to success the "Saturday closing" movement. It merits all the commendation it is receiving for this good work, and the benediction of the multitudes of employees to whom it has secured this measure of relief.

Very fittingly, too, the Young Women's Educational and Industrial union has sent in its congratulatory resolution to the Chamber of Commerce upon its gratifying success in this movement. For several years ago they wrought upon a similar endeavor, though unfortunately without success.

Equally fitting is it that the pastors of Rochester present their congratulations to the chamber and to the union; for long concerted union made these efforts, the Christian ministers of Rochester met in repeated union meetings and earnestly discussed the questions involved in this movement, having referred many of their thoughts and plans to the all-the-year-round closing of stores and business places on saturday evening.

A committee from these meetings of the ministers visited many of the leading business men of the city, to obtain their individual judgments as to the feasibility of a general early closing of the places of business on saturday evening, and their individual willingness to close their own places of business, if such a movement should be successfully inaugurated. It was gratifying to the ministers, it was heroism to the business men of Rochester, that this visitation resulted in a very general and hearty response in favor of the effort.

The earnest appeal was therefore publicly made to the Christians and to the philanthropists of Rochester to give to this movement their warm personal endorsement; to advocate it in their various communications with their fellow citizens; to commend and encourage the business men who so promptly and so generously consented to it, to bring to bear upon any who withheld their consent to it all right and worthy influence in its favor; and, above all else, to see to regulate their own dealings at the various places of business throughout the city that no purchases should be made or orders given after an early closing hour on Saturday evening.

For reasons which need not now be rehearsed, this movement by the ministers failed just when the much hard work they had expended upon it seemed about to be crowned with success. It may be that out of this present success in the matter of the Saturday afternoon closing during the summer months the delayed success of their larger movement will come.

H. C. F.

The Street Car Service.

The Rochester Railway Company has been forced to yield to the demands of the Rochester Gas Company. Rather the two corporations have settled their dispute as to the price of coal, and the Gas company demanding far more than the Railway company thought was fair and reasonable, but the Gas company declared that unless the Railway company paid what it demanded it would not sell the electric power that the Railway company needed in order to operate its cars to the satisfaction of the people of Rochester. The Railway company has accepted the inevitable. Hereafter it will get 1,000 horse-power on week-days and 1,600 on Sundays from the Gas company, and with this great addition to its own power ought to be able to do business in a business-like way.

The complaints against the Railway company have been continuous and severe, but the company has been making efforts to improve the service and has certainly extended its tracks in response to popular demand. But the company has a very valuable franchise, and owes a great debt to the public. The Post Express knows that the present managers have had difficult problems to solve, and that they have been sadly handicapped in various directions, and it recognizes the importance of the improvements that have already been made, and concedes the good faith and the good intentions of the management, but it must remind the officials that no effort to improve the service still further should be neglected. The people of Rochester demand the best street railway service in the country, and they will be content with nothing short of it.

STILL BEING RECEIVED ENCOURAGING TO DEEP WATERWAYS.

President Wright, of the New York Association, Comments Upon the Necessity for Uniting New York State Interests as to Route.

John A. C. Wright, president of the New York Deep Waterways' association, is in receipt of a letter from Hon. James Fisk, of Manitoba, vice-president of the International Deep Waterways' association, concerning the convention which will be held in Rochester under the direction of the Chamber of Commerce in the fall. Mr. Fisk personally favors the convention but suggests that Canadian sentiment is strongly in favor of the proposed Montreal, Ottawa and Georgian Bay canal. He thinks that many of the Northwestern states, also, in the upper lake region may be partial to this proposed route.

"This statement simply gives force to the warning I began to sound years ago," said Mr. Wright, "that unless New York people bury their differences and get together on some concerted line of action, the traffic of the Great Lakes will be passing through Canada before we are aware of it."

Continuing Mr. Wright said:

"The object of the convention to be held here in the fall is to get an attendance here of all interested in an adequate waterway through the Great Lakes to the seaboard, particularly those interested in an Erie-Ontario way. Full data exists for the consideration of the convention, on the proposed route, also on canal improvements of the Canadian channels existing such as to Huron-Ottawa, and upon the Chicago drainage canal and its projected extension to the Mississippi.

"In the letters I have received there are suggestions as a text to those who have blocked and are seeking to block an adequate waterway at this end of the line to New York and who are mainly citizens of New York state. In the western letters is added how many have been turned to look with favor on the Canadian and Gulf routes, and the more Northern states likewise towards the Huron-Ottawa route. A meeting may do much to clarify the situation and reenlist the efforts of these people especially for the Erie-Ontario route which need only involve 11 6-10 miles of canal and which, when completed, will bring up a lake traffic into Ontario and much nearer New York city.

"Hon. O. A. Howland, mayor of Toronto, who is president of the International Deep Waterways' association personally writes that he will be glad to attend a convention in Rochester. From Pittsburg with which we have direct connection also, Mr. Anderson, secretary of the Board of Trade, writes that his board endorses all legitimate movements for improvement of the waterways, that should be improved, and that there will be a national convention in Baltimore in November for discussion of the river and harbor bill, at which, this particular deep waterway should be endorsed. He thinks that Rochester is a most excellent place for a convention and that he can surely promise a delegation from his board and city. Favorable replies have likewise been received from Mr. Stone, the secretary of the Chicago Board of Trade, Mr. Crocker of the Minneapolis Board of Trade, and from Mr. McGulrch, of Iowa, and representatives in other Western and New England States, and cities all along the lakes. Little imagination is needed to show what it would mean to New York city to bring the business that comes down to Niagara to its shores or for the citizens of Rochester to realize that said adequate connection would within a decade, double wealth and population."

MORE MOTIVE POWER

STREET RAILWAY COMPANY WILL SOON FURNISH IT.

Active Preparations Being Made at Power House to Install New 1,500-Horse-Power Generator — Many New Cars Are Being Built.

Manager Nicholl, of the Rochester Railway company, this morning personally conducted a reporter for The Post Express through the company's power-house and car-shops in order to show what is actively being done at the present moment to improve Rochester's car service.

At the power-house workmen are engaged in tearing down a portion of the partition wall between the generating room and the truck repair room. This is being done to allow one of the engines and two of the generators to be removed in order to make room for the 1,500 horse-power engine and generator which the company has ordered and which will be in position before three months are past, Mr. Nicholl says. In the room at the time were the two parts of the generator recently shipped here, each weighting twenty tons. Some idea of their weight and size may be gathered from the fact that a day and a half was occupied in getting them to their resting place in the building. The equipment, when set in place, will not appear much larger than

one of the 1,000 horse-power units. [illegible] is the largest now used [illegible] any, but it will more than [illegible] the small difference in size.

In the power-house this morning, thirteen generators were in operation. The power developed from these was augmented yesterday by 1,000 horse-power obtained by the street railway company from the Rochester Gas and Electric company despite the dispute now existing between the two companies concerning the latter's bill of $5,000 for the use of its subway. This arrangement was effected yesterday in a conference between the gas and electric people and Attorney Bissell for the street railway company.

There was noticeable yesterday afternoon a decided improvement in the car service. How long the street railway company will have the use of this power Mr. Nicholl this morning, declared he could not say.

In the upper story of the power house, the largest storage battery in this section of the country, outside of Buffalo, is located. This generates 700 horse-power which is held in reserve and is capable of moving the cars of the street railway system for half an hour should the generators down stairs cease to work. Ordinarily, this reserve force is used to equalize the power over the various lines and to move the cars out of the barns.

In the car shops, thirteen new cars are being built, five of them of the long pattern such as the new cars on the Park avenue line. It would be more correct, perhaps, to say that the cars are being rebuilt, for the old style short cars are being cut in two and extended by the insertion of a middle section. Thus cars that formerly had seating capacity for only eighteen or twenty persons will now seat from thirty-six to forty. Many other cars also, are undergoing lesser alterations and repairs and all of the 240 cars on the system are being given a new coat of paint as rapidly as possible. Of the long cars, twenty-six will be built; of the others, fifty will be repaired and altered.

"All of this work is being sandwiched in between our other work," said Mr. Nicholl, "which represents by far the greater part of our outlay at present. Besides the grading, paving and welding, which we are now engaged in, there are twenty miles of new track to be laid out of a total of 110 miles. The remainder of the rails will be in excellent condition after the work is done."

"Then, in addition to all this work, we are cramped for room and will be until our new car shops on St. Paul street can be built for which we will break ground to-morrow."

In addition to other reasons for the poor service to Seneca park, Mr. Nicholl stated to-day that in order to satisfactorily to handle the heavy traffic which this popular park seems bound to draw, it will be necessary to put in $7,000 worth of additional feed wire. The wire is here, Mr. Nicholl says, and will be put up as rapidly as possible.

"The long and short of the whole matter is simply that our street railway system has outgrown its equipment," said Mr. Nicholl, "and it takes time for us now to make up the deficiency."

The Railway Company To Proceed.

Some of the principal officials of the Rochester Railway Company express their intention to proceed at once with the improvement of the street car service without waiting for a final adjustment of the difficulties between the railway company and the owners of the electric conduits.

This is an eminently practical conclusion, for it may cost the railway company more money to accept the electric company's terms than would be paid under an equitable settlement of the dispute, or it may be cheaper to pay than to fight. But whether cheaper or dearer to pay the electric company's charges without delay in order to obtain the power to run the required number of cars, it is decidedly more prudent; and the railway officials are to be congratulated upon their discretion. To delay the promised improvement of the facilities of transportation which the city has instructed to the Rochester Railway Company would have been to invite a certain and speedy reckoning with the city for the railway company's past shortcomings. And such an accounting, we fear, would be much more disagreeable to that corporation than to submit to a comparatively moderate extortion at the hands of the electric company.

The city's attitude toward the railway company has been, and still is, much as that of a lenient creditor toward a debtor who pleads his forlorn condition as excuse for his failure to fulfill past obligations and who solemnly promises to do better in the near future. The city is reluctant to inflict upon the company the punishment, which the company in a strict sense, fully deserves, and which the city has in its hands to inflict. The city will probably continue in this attitude of forbearance toward the company a little longer—just about as much longer as that attitude is justified by the course of the company. If the extraordinary patience with which the company has been treated is interpreted by it as a permission to needlessly prolong the existing abuses of a wretched equipment and [illegible] service, the pres-

[illegible] of patience and forbearance of city and patrons will speedily be replaced, we dare say, by something more productive of satisfactory results.

We are pleased to see that the railway officials are wide up to the average of their generation, and perceive the limitations as well as the opportunities of their situation.

A POPULAR ENTERTAINMENT.

Band Concert at Highland Park Attracted 5,000 People Last Evening.

No one could doubt the popularity of the public band concerts at the parks who was present last evening at Highland park, and witnessed the throngs that came to enjoy the fine programme rendered by Dossenbach's Band. It was estimated that fully 5,000 people were present, and though it was a bit cool, the night was perfect, for there was no moisture in the atmosphere.

The band stand was located in a hollow between two hillocks, which formed almost a perfect amphitheater. In many respects this was an admirable arrangement, though the sound did not seem to carry as far as it would have done had the band been located at a higher point. But it made a fine place for the crowds to dispose of themselves, and on both sides and all around the hillocks were black with people. The best place to hear the music was on the north side, at the top of the hill, and here also the musicians could be seen as well as heard. About half the people came on bicycles, and it was a good-natured and orderly crowd, though a bit noisy as was natural, for even when they come to hear good band music, people are bound to talk in a place like that, and though conversation is conducted in quiet tones, among so many people it is sure to make more or less confusion.

Then the small boy was there in all his impishness. He rolled and tumbled about, trod on other people's toes and walked or tumbled over those sitting on the hillside. He kept the "cops" busy, passing them plenty of "sass," then disappearing in the crowd before the men in uniforms could get hold of him. And they didn't try very hard. A bunch of boys was tumbling over one another and making considerable noise, when most unexpectedly the policeman appeared and poked the boys about with his club, striking a few shins as he ordered them to get up and keep quiet. They got up, but didn't hesitate to talk back when they got out of reach of his club.

The summer girl was present, too, with bean close beside her, and she was either shivering in light attire, or bundled up in wraps, to say nothing of coat sleeves, but she enjoyed it just the same, even to the coat sleeve, apparently, and when the moon climbed up over the hills and tree tops in the east, and flooded the scene with her soft brilliance, she must have rejoiced with the people of the planet earth over their light-hearted enjoyment of the occasion. Mother and father and the children were all there, even to baby in arms.

As for the band, it played well as it always does, and delighted all who could get within hearing distance. The following popular programme was rendered, and such number was enthusiastically encored:

PART I.

"America" ..... Suppe
Overture—"Jolly Robbers" ..... Tyrre
Cuban Dance—"Trocha" ..... Herbert
Selection—"The Wizard" ..... Parker
"The New Born King" ..... Signor Jno. Melina.
March—"Invincible Eagle" ..... Sousa
Popular Medley ..... E. Boetger

PART II.

Overture—"Zampa" ..... Herold
Duet—"Miserere" ..... Verdi
Messrs. F. Remington and Signor Jno. Melina.
Medley—"Head Liner" ..... Mackie
Lullaby—"My Honey" ..... Arr. by Burleigh
Selection—"The Burgomaster" ..... Mackie
Fantasia—"Alling" ..... Ch. Bastens
(Scotch, Irish and English airs.)
"Star-Spangled Banner" .....

The concert was given under the auspices of the Chamber of Commerce, and it is certain that the public cannot have too much of such amusements furnished it gratis.

The Rochester Railway Company ran cars to the park on a three-minute schedule, and was prepared to increase the number of cars to any extent needed. It also had plenty of power to drive the cars up to the speed limit. The result was that the street car service was excellent and eminently satisfactory to the public.

WANT POWER

Willing to Pay for It and Can't Get It.

THERE ARE OTHERS

Trolley Company Not the Only Sufferer By the Monopoly.

WHY COMPETITION IS NEEDED

Many Small Taxpayers Whose Industries Suffer Because of the Way They Are Treated By the Rochester Gas and Electric Company—New Company Has Great Opportunity.

The Rochester railway is not the only industry that is suffering in the city of Rochester from lack of electric power which the Rochester Gas and Electric Company cannot or will not furnish.

Throughout the Eighth and Seventeenth Wards there are small tailoring establishments which employ power. In fact, this is one of the chief industries of a large portion of the working class of the city.

In some portions of this district the Edison system has been extended and low tension power can be furnished, but this cannot be done profitably except within a mile or a mile and a half limit, radiating from the power house, and the Rochester Gas and Electric Company has lately refused to extend its power system beyond that point. For a long time the high tension power direct from the electric are lighting circuit was in use everywhere. This was condemned by the Board of Fire Underwriters in the center of the city, but the company was permitted to use it in the outskirts. The voltage is so high that only small motors can be used and the tailors are obliged to have a motor for each machine. Sometimes it will take ten motors to a workshop.

A Seventeenth Warder's Experience.

A well known Seventeenth Ward tailor said yesterday: "More than a year ago some 25 of us joined in a petition to the Rochester Gas and Electric Company for low tension power and got Alderman Meade to go with us and present it to the electric company. The managers made all sorts of promises but did nothing for us. If they would give us the kind of power we want we could put in one low tension motor to each shop and save from one-half to two-thirds of the expense we are now under. One of us, relying on the promises made, went so far as to buy a low tension motor, but he was never able to use it, and finally went out of business. I am informed that if the electric company would put in an alternating system, with induction motors, there would be no trouble in furnishing power to all parts of the city. Alderman Meade has done all he could for us, but the trouble is that up to date there has been no competition in this sort of business and the Rochester Gas and Electric Company has been doing just as it pleased. If Mayor Carnahan still thinks that competition in electric service is not a good thing, I wish he would come down here and talk with people in the Seventeenth Ward. I think he would find out a thing or two."

Walter J. Patrick of 23 Richard Street has been having some experiences of his own with the Rochester Gas and Electric Company, and this is the way he talked about them: "I run a little printing press and am now using a gas engine. I cannot get electric power. The Rochester Gas and Electric Company will not furnish it to me. It says it cannot furnish it at a profit up this way beyond Alexander Street. There are several concerns up this way that are getting it, but the company says it does not intend to give us any more. I got Alderman Plumb to go with me to see Mr. Redman about it, but it did no good. He told us they would not give us power up here unless we would pay for the laying of the feed wires, and he finally refused to furnish it in any event, on the ground that so much power was lost in transmission that it was unprofitable. Now, I am told, though I do not know much about these things, that if the electric company had an alternating system it could give the suburbs all the power needed. Mayor Carnahan, I saw in his veto message, said we do not need any competition in Rochester. Well, perhaps they do not need competition in the Genesee Valley Club, but out on Richard Street we need it, and need it badly. I am informed that a club of six small manufacturers down on Clinton Avenue South tried to get power and was turned down in the same way."

Alderman Meade was seen concerning the statements as to the petition from tailors in his ward. "It is all true," he said; "but it is not wise for me to talk about it. You will notice that the people down my way have indorsed my attitude in voting for competition." Alderman Plumb is in Buffalo.

New Company's Opportunity.

A gentleman familiar with matters electrical said: "There is no doubt that the Rochester Gas and Electric Company is unable to furnish low tension power at a profit to the suburbs under the Edison system which it employs. The loss of power in transmission is such that it cannot very well be sent beyond the mile or mile and a half limit, and as it cannot do it at a profit, no fair criticism can be made on its officers for refusing to do it. The power from its electric arc circuits is of such a high voltage, sometimes running as high as 5,000 volts to the circuit, that only very small motors can be used with safety. In fact, power from electricity in this form is not appropriate for any kind of small manufacturing.

"The real trouble is that the Rochester Gas and Electric Company has not the right kind of service to do the business. If the competing companies put in the alternating system, with induction motors, they can run the old company out of business immediately, as far as the suburbs are concerned. This, I understand, is to be done by the new company now building a plant, and the promise of power to the suburbs where it can be used by the small taxpayers is one of the strongest arguments that can be urged on behalf of competition here."

Competition in Montreal.

The bids for electric lighting in Montreal, which have just been opened in the Canadian metropolis, illustrate what competition in the matter of municipal lighting may do for a place, especially where some old and established company has been getting trust prices for a series of years.

For the last five years the Royal Electric Company of Montreal has been re-

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

are light service. In Rochester the local company has been getting only $51.25, and the comparison of the figures would not indicate that Rochester has been so badly off. Of course, as there are only 3,200 lights in use in Montreal and more than double that number in this city, the actual income to the Royal company was only $150,000 per annum, where here it is about $290,000. The contract does not expire for two years to come, but the people determined to let the next contract two years in advance, and give any company that was ready to put up a plant and deposit a forfeit of $50,000 a chance to bid for the public lighting. When the bids were opened they showed results as follows:

Standard Light and Power Company, per light per year five year contract	$68.00
Royal Electric Company	85.00
Lachine Hydraulic and Land Co.	90.00
Imperial Electric Light Company	85.63
Shawinigan Water and Power Co.	79.98½
St. Lawrence Power Company	84.75

From these bids it appears that Montreal, which for the last five years has been paying $90 a year per light more than Rochester, will for the next five years pay $36.50 less per light per year than we are paying here, all as a result of competition.

The little city of Muskegon, Mich., has just let a contract for 175 arc lights to be furnished for the next ten years at the rate of $76 per light per year. This price compares rather favorably with the present price prevailing in Rochester.

A PLEASING SPECTACLE.

The concert Thursday evening at Highland park was most interesting and successful notwithstanding a few minor drawbacks which at times made themselves unpleasantly conspicuous.

The study of acoustics or lack of study of acoustics, which resulted in placing the band in the pit of a natural amphitheater of picturesque hillocks, did not count much in the sum total of the evening's enjoyment and another time it may be well to try with the band stand somewhat elevated in the central hollow or on the brow of one of the hillocks.

One good reason for failure to hear the band was the murmuring of four or five five thousand voices in conversation. But all this aside, the spectacle on the green slopes of the hills of Highland park was one long to be remembered. The public was invited to a scene that has been preparing for years, and all said it was beautiful. The fence was opened for the first time, admitting the public to a view of green hills and shrubbery and trees, with the mist-covered city beyond. The view was more entrancing than the music and all spectators were fully repaid whether they heard a note of music or not. But nearly all heard the notes of music in that entrancing place, the most appropriate for an outdoor concert in the whole park system.

A NEW INDUSTRY

Herald Aug 3rd 1901

New Company To Be Organized To Make Printer's Ink.

PROMOTERS ROCHESTER MEN

Chamber of Commerce Anxious to Locate the Company Here—Rochester Thought to Be a Desirable Location for This Business—Interest Taken By Citizens.

There is every reason to believe that within a very short time Rochester will have another manufacturing industry to add to her already long list of enterprising and pushing business concerns. The industry wishing to locate in this city is that of the manufacture of all kinds of printer's ink.

The movement is being pushed by two former Rochester men who have spent many years in this business and are men of push and business ability. They are A. J. Horner and Thomas G. Taylor, who are at present interested in one of the large western concerns of this kind and who think that Rochester offers a big field for this industry and who are anxious to form a company here and begin with the manufacture of printer's ink at once.

Mr. Horner has been in the city for a few days and has laid the matter before the Chamber of Commerce for its consideration. That body is very much interested in the proposed plan and is ready to offer the company that may be formed, every inducement in the line of power, land, and other facilities to locate here. Secretary Ives is personally intensely interested in the organization of this company, as he is eager to have Rochester enjoy the benefits of every kind of enterprise it is possible to locate here.

In presenting the scheme to some of the representative printing firms of the city, Mr. Horner found them all very much interested in the plan and, in fact, enthusiastic. It is thought by the gentlemen who are endeavoring to organize the new company that this section of the country is particularly favorable for the manufacture of this article, as there is not plant of the kind in the immediate vicinity, the nearest being the Buffalo Printing Company, which has no very large trade, even in the city itself. The next nearest firms are those of New York and Philadelphia, the Ruxton and O'Kie companies respectively.

He found that the greatest part of the printer's ink used in the city by the jobbers comes from Western firms as Cincinnati and Chicago. It was

Gee matter. The eight-hour portion of the agreement was accepted by the company, but the officials felt that the other demands were unreasonable.

The revised demands of the strikers were adopted at the meeting in the morning and the proposition was presented to the railway officials shortly after 3 o'clock in the afternoon. No answer was made on the part of the company, and from the actions and conversations of the officials it looked as if the company were satisfied at the present state of affairs. That is, by the present state of affairs is meant the employment of twelve men in shifts of four each for eight hours at $2 per day. The majority of the men now employed at the power house as firemen are experienced, and it was reported by several men prominent in the company last evening that everything was moving along in a perfectly satisfactory manner yesterday.

When questioned concerning the power yesterday Harry A. Nicholl, superintendent of motor power, said:

"As far as the power goes we have had all that is necessary and have handled the extraordinarily heavy traffic with perfect ease. We have been using the 1,500 horse power furnished by the Rochester Gas and Electric Company, and together with that generated here have had really more than we want.

"In regard to the report to the effect that the break in the water pipe which occurred Saturday, was due to the inefficiency of the men working in the boiler room, I wish to state that such was not the case. The break was one which might have occurred at any time, and was due to the wearing out of the pipe. The men, in fact, had nothing to do with the water supply pipe, so it is absurd to say they caused the break."

When Manager Nicholl was questioned last night as to the strike situation, he was very loath to talk for publication. However, he said that everything was progressing very favorably. He also was the authority for the statement that the strikers had been offered their positions at the terms of the company, that is, the eight hour a day plan, in three shifts at $2, with car fare.

"Of course," said he, "the positions will not be held open for them any great length of time. It is just the same as any man applying for a position. If he comes before the position is filled, all well and good, but if not then he has himself to blame."

Mr. Nicholl said in reply to a question as to whether he anticipated any trouble in getting a fresh supply of coal through the refusal of union drivers to deliver it, he laughed and said he was not worrying about that. All the coal necessary could be obtained without any trouble, so he thought.

He further said he thought the company had used the men very fairly in the matter, and notwithstanding the popular opinion that corporations are always doing wrong and rubbing it into their employees, one who inquired into the matter could not fail to decide likewise. He laid great stress on the fact that the men struck at a time when their work was being lightened by the use of power furnished from the outside. In so doing he thought they were unreasonable.

The opinion was equivalent among the group of strikers which was gathered about the door of the boiler room of the power house last night, that the railway company would find it hard work to get power to-day, because of the fact that the race was to be cleaned. Just how this would embarrass the company was not explained.

When some of the officials of the road were interviewed in regard to the race being closed they didn't seem to think there was any cause for alarm about not getting sufficient power. One remarked that the race had been cleaned before, and that both the Rochester Gas and Electric Company and the Rochester Railway Company got along all right.

There were also rumors circulating among the strikers and their sympathizers that the railway company would be handicapped when more coal was needed. It seemed to be the opinion of the strikers that the union men among the coal drivers in the city could be induced to refuse to draw coal to supply the railway company under the existing conditions. But Manager Nicholl said there didn't seem to be any cause for worry on that score by the company.

No trouble was reported between the strikers and the men who took their places, although several attempts were made to persuade the non-union men not to work. The strikers hung about the entrance to the boiler room and when the men changed shifts and went home they were met and labored with.

The report published that the union of stationary firemen had not taken up the cause of the strikers was emphatically denied. It was stated that the union held a meeting Friday and decided the men should strike at noon Saturday, if their demands were not acceded to. Yesterday there was also much talk among the men of calling on the other labor unions to help them.

When asked as to what would be the outcome if the other labor unions were appealed to, one of the railway officials replied without a moment's hesitation that he thought the other unions would not back up the strikers.

Briefly summarized the strike situation last night was as follows: The striking firemen want two more men employed during the day than the railway company will consent to, at the rate of $2 for eight hours' work. The officials of the road seem confident they have the situation well in hand, and on the other hand the firemen seem equally confident that they will win.

There was nothing to mar the pleasure of the occasion, and, considered as a whole, yesterday's concert may be considered one of the best of the season.

Aug 5/1901.

NEW POWER HOUSE CONTRACT IS AWARDED TO FRIEDERICK SONS

Citizen Light and Power Company Building Will Be Started Immediately---Description of the Proposed $2,000,000 Structure.

Announcement is made that the contract for the construction of the new power for the Citizens Light and Power Company was awarded Saturday to A. Friederich Sons & Co. of this city; the contract price was not given. Work on this new plant was begun early in the spring, the excavation work being let to Chambers & Casey. The excavation was mainly rock and was a long, extensive and costly job. This work has now been completed.

Bids were asked from contractors all over the country for the rest of the work early in June; about a month ago the contract for the structural steel work was awarded to the American Bridge Company, whose headquarters are in New York. Inasmuch as the building will be made fireproof in every particular, the steel contract is almost as important as the contract that was awarded on Saturday. The contract given to the local firm was delayed for several weeks on account of the strike, as the company did not wish to award the contract until assured that there would be no delay because of labor troubles.

The steel work at the foundries has been under way for about a month and the order is being rushed as fast as possible. Such preliminary work as can be done before the structural steel arrives will be begun to-day and pushed to completion as soon as possible. The company has stated that the new plant will be in operation about January 1, and there is nothing in sight to threaten delay beyond that date.

This power plant will be the finest of its size in the United States and among the largest, as it will be capable of generating 10,000 horse power. The entire capacity of the present plant of the Citizens Light and Power Company is only 3,000 horse power, so that some idea can be gained approximately of the increased business the company is preparing to handle after this year.

The main object of this increased power, as has often been announced, is to put the company in a position to secure the city lighting contract that will expire next June and for which the new five-year contract will be awarded shortly after the next administration assumes power. In addition to this city lighting, the company will be in a position to enter into active competition for the private lighting, of which the Rochester Gas and Electric company has practically a monopoly at the time.

While no figures were given out as to the detailed contracts that have been awarded, it has been stated that the aggregate cost of the new plant with its equipment will be nearly $2,000,000.

The specifications for the power house consisted of a printed pamphlet of 25 pages, and described in great detail all the plans upon which the contractors were asked to bid. The plans consisted of fourteen blue prints, showing cross sections, floor plans and elevations.

While the plans and specifications are of special interest to experts who have knowledge of electrical matters, the general public will be interested to read a brief summary of the sort of building it is proposed to construct.

The building will be of brick, with all structural work of steel, and will be thoroughly fireproof in every respect. It will be 181 feet long and about 92 feet wide. It will be divided by a partition wall into boiler house and an engine and dynamo room. There will be a rock excavation below the level of the boiler room to serve the purpose of an ash pit.

The boiler room will be thirty-six feet above the engine room, on a second rock excavation, to the west of the engine room. The basement of the engine room will be ten feet high, and will be occupied by the foundations of the engines, the foundations to be of solid concrete.

There will be eight Aultman & Taylor boilers of the B. & W. type, each of 650 horse power nominal capacity, furnishing a sufficient boiler capacity to develop over 10,000 engine horse power.

The furnaces will be equipped with automatic strokers, thus insuring perfect combustion and the highest heat efficiency of the coal. The coal will be fed into the hoppers automatically, through chutes running from the coal storage bins, which will be located directly above the boilers, and will have a capacity of from 1,500 to 2,000 tons. The coal will be carted from the railway across Brown's race, and over a bridge, when it can be dumped directly into the coal storage bins. The boilers will be divided into four batteries of two each, one battery on the east and west sides of the boiler room. Steel stacks, 120 feet high, will be provided for each unit of four boilers, thus insuring against stoppage in case of accident to either bank of boilers. The stacks will have thirteen foot flues. Access to the engine room will be gained by an elevator, to be located in the south part of the building, just east of the coal bins.

In the engine room will be located five 1,800 horse power, vertical, cross-compound engines, made by the Southwark Foundry and Machine Company. These engines will be directly connected to sixty cycle, two-phase alternators, of about 1,400 kilowatt capacity each. There will be also one horizontal, cross-compound engine of 750 horse power, made by the Dixon Manufacturing Company, of Scranton, Pa. This engine will be directly connected with a 500 kilowatt, sixty cycle, Stanley induction alternator. The generators will have a uniform voltage of 2,200.

There will be toilet rooms, with shower baths, in both the boiler and engine rooms, for the use of the men. The switchboard will be on a gallery on the south side of the engine room.

At a recent stockholders meeting, it will be remembered the capital stock of the company was increased to $2,500,000. This will leave a balance from $500,000 to $700,000 in addition to the improvements already contemplated, to be expended on some future developments of the company of which no public announcement has been made. Even if the company was permitted to construct its own conduit system, the cost of the entire system could not exceed $250,000.

This difference between the cost of plans already announced and the increase of capital stock recently consummated is sufficiently large to justify the speculation that the new managers have still further plans of expansion in mind that have not yet been given to the public but which must have been well developed to warrant the securing of permission to increase capital stock for that amount.

It will be of considerable public interest to discover what the new syndicate is planning to do with the extra $300,000 to $500,000 that it was authorized to raise last May.

The Whitney estate Saturday sold the property on the river flats, adjoining the Gregg cutlery works on the north, to the Rochester Gas & Electric Company. The property extends 150 feet on the river and runs back to the high bank. It is now occupied by Moseley & Motley, on lease, and controls several supplementary water rights.

STOKER'S STRIKE IS NOT SETTLED

Aug 6. 8/6/1901.

EMPLOYEES OF STREET RAILWAY STAND FIRM.

MEN CHANGE DEMANDS

BUT THE COMPANY STANDS BY ITS FIRST OFFER TO THEM.

THEIR PLACES FILLED

Railway Company Has All the Men it Wants, and Plenty of Power for the Heavy Traffic of Yesterday.

In regard to the situation of the strike of the firemen employed at the power house of the Rochester Railway Company, on Commercial street, it may be said that apparently the railway company had the advantage last night. The day was a busy one, particularly for the strikers, there being a meeting in the morning at which their demands were somewhat modified. This new proposition was then presented to the railway officials, who, however, took no action. The officials of the company last night expressed themselves as being perfectly satisfied with the way things went yesterday. One of them said that the only result of the walkout of the firemen so far, and the only result that he expected, was that the men formerly employed by the company are now out of jobs.

The original demand of the strikers was that they work but eight hours a day, instead of eleven to thirteen hours, and get the same amount of pay, $2.25 a day. With this arrangement there were to be twelve men employed in three shifts of four each.

Yesterday morning the Society of Stationary Firemen held a meeting, and the strike was, of course, discussed in all lights. It was finally decided that the demands of the striking firemen should be changed to the following: A working day of eight hours, with a force of fourteen men divided into three shifts, two of five men and one of four. The pay to be $2 per day with car fare to the place of work.

When the company was first apprised of the dissatisfaction among the men and the demands of the firemen were made known to them, the eight-hour clause of the agreement was accepted, but it was stipulated that but twelve men be employed, divided into three shifts of four each. The men were also to receive $2 per day and their car fare to work. In view of the fact that the amount of work required of the men has lately been greatly reduced on account of the agreement entered into with the Rochester Gas & Electric Company for the furnishing of 3,000 horse power per day, the company takes the stand that the men have been treated very fairly by

BAND CONCERT AT GENESEE VALLEY PARK.

Thousands of People Enjoyed the Fine Programme and the Beautiful Day.

Aug 6. 8/6/1901.

It was estimated that between 6,000 and 7,000 people visited Genesee Valley park yesterday afternoon to hear the concert given by the Fifty-fourth Regiment Band, under the auspices of the Chamber of Commerce. Probably that is a conservative estimate, for when a crowd is so scattered and constantly on the move, it is not so easy to estimate numbers accurately. And so it wasn't anything strange to see men and boys riding on the outside of the cars, standing on the fender. Those who had wheels were independent indeed, and hundreds of riders were in line going and coming all the afternoon.

Carriages too were numerous, almost as many as the bicycles, and they conveyed sometimes parties of two (this seemed to be the most popular number) or comfortable family groups with mother and father and the children. And there were not a few who walked to the park, in fact Plymouth avenue was lined with pedestrians.

This is not surprising when the weather is taken into consideration. The day was simply perfect. A delightful breeze was blowing, and it was neither too warm nor too cool. In the park one could find anything he wished in the way of a retreat. If the band was the main thing, he could find a chair in the pavilion, for the band stand was just north of this, and enjoy soft drinks and light refreshments while listening to the latest popular selections, or a fine overture.

The grove all around the band stand was filled with a happy Sunday gathering. It was a fortunate person who could find a bench, but the soft, warm turf under the shade of the fine old trees was just as acceptable, and here, stretched at full length, or reclining against a friendly tree trunk, hundreds and hundreds of men and women, boys and girls, youths and maidens and little children forgot for the time being the fret and the grind of everyday life, and gave themselves up to the pleasure of the hour. It was happiness just to look at the graceful swaying branches of the trees, with the glimpses of the blue sky between, the soft carpet of green sward, and nature everywhere, at her best. Surely Rochester never made a better investment than when she applied her magnificent system of parks for the pleasure and recreation of the masses of the people.

It was a quiet and orderly crowd that was present, and though there were many policemen there too, their duties mainly consisted in answering questions and looking pleasant. Just across the rustic bridges which span the little brooklet meandering through the park, the merry-go-round furnished a lively counter attraction to the band, but, though the merry-go-round was well patronized, the band was the main thing, and every number was loudly encored. By request "The Holy City" was played as an encore to No. 5 in the first part of the programme. An admirable programme was rendered, the selections were such as would appeal to a mixed crowd, and each number was thoroughly appreciated. The programme follows:

PART I.

March—"Union Forever"	Scouten
Overture—"Martha"	Flotow
Waltz—"La Gitana"	Buckloed
Selection—"The Highwayman"	De Koven
(a) Song for Cornet—"For All Eternity"	Thomas
Mr. Bassett.	
(b) Song for Trombone—"Asleep in the Deep"	Petrie
Mr. Bubel.	
Medley Selection—"Princess Bonnie"	Spenser

PART II.

March—"Old Colonial"	Taylor
Overture—"Queen of Autumn"	Carl Bigg
Paraphrase—"Nearer, My God, to Thee"	Reeves
(a) "Dans"—A Caravan Episode	Langey
(b) "Comic Patrol"	Hecker
"Grand Military Tattoo"	H. Saro
Waltz—"Auf Wiedersehn"	Bailey

Long before its conclusion, the wise ones started homeward, and cars were filled faster than they could be supplied. This continued until dark, and though some delay was occasioned by a car jumping the track, the people were all taken care of. It was suggested that wagonettes run from the centre of the city into the park would

New Brokerage Enterprise.

The well known and important house of Thomas & Post, of No. 71 Broadway, New York, have opened branch offices in this city, at Nos. 107 and 108 Wilder building, for the transaction of a general banking and brokerage business. The offices in this city are connected by private wires to the New York Stock Exchange and the Chicago Board of Trade. Every facility will be offered their customers in Western New York for quick service in either exchange. Especial attention will be paid to the handling of high-class investment securities, both local, state, national, and industrial. The firm will be represented in Rochester by Mr. William H. Case and J. Thomas Burns, assisted by S. Vernam FitzSimons.

Herald

Deep Waterways Convention.

John A. C. Wright of this city has received a letter from James Cotter, a member of the executive committee of the International Deep Waterways Association. He says of the contemplated convention in this city that if it is decided to hold a convention he will do what he can to make it a success.

Aug 5 Herald

Enjoying the Parks.

Rochesterians are enjoying their park system this summer as never before, thanks to the plan of giving band concerts in the parks. Attracted by the music, thousands of people, many of whom had never before visited these spacious breathing places owned by the city, have made it a practice to go out to hear the band play and have been greatly refreshed and benefited by the experience. It is reasonable to assume that this newly acquired popularity of the parks will be to a considerable extent permanent and that in future they will be more generally resorted to by the population of Rochester than ever before.

In this connection it is an interesting fact—and one perhaps not generally known to Rochesterians—that in the proportion of public park acreage to population Rochester ranks thirteenth among 38 cities of the United States having a population of 100,000 or over. For every 248.4 residents of Rochester the city provides one acre of public park space; from which it may be seen that, if every man, woman and child in the city were to visit the parks at the same time, there would be room for all without uncomfortable crowding. In this proportion of public park acreage to population Rochester ranks ahead of such cities as San Francisco, St. Louis, Detroit, Cleveland, Chicago, New York, Syracuse and Buffalo.

Chicago has long boasted of her superior park system and twenty years ago, perhaps, the boast was justified by the facts; but of late years her population has grown much faster than her parks, which are at present the subject of much adverse criticism. A contributor to the Chicago Tribune calls attention to the fact that the great metropolis of the West ranks thirty-second in the list and presents the following table of statistics on the subject, which may prove of interest to Rochesterians who of late have been getting better acquainted with the really fine park equipment of their city:

Los Angeles	27.5	Philadelphia	319.8
Washington	75.8	Providence	323.0
Kansas City	92.0	Buffalo	343.4
New Haven	112.3	Pittsburg	366.4
Columbus	113.3	N. Orleans	371.5
Minneapolis	130.8	Allegheny	377.7
Indianapolis	141.1	Syracuse	425.2
Louisville	149.4	Baltimore	446.3
Toledo	169.8	New York	497.4
Omaha	172.9	Cincinnati	604.8
Boston	214.2	Milwaukee	655.8
Denver	234.4	Newark	692.3
Rochester	248.4	Chicago	720.4
San Francisco	250.0	Scranton	1,049.9
St. Louis	264.2	Paterson	1,209.7
Detroit	270.3	Fall River	1,174.0
St. Paul	272.8	St. Joseph	2,844.0
Cleveland	277.2	Memphis	7,676.3
Worcester	294.5	Jersey City	11,466.25

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A BIG CONTRACT LET FOR NEW POWER HOUSE

A. Freiderich's Sons Company the Lucky Bidder—Plant Will Cost a

Times July 3/1901

The contract for the construction of the new power house for the Citizens Light & Power Company was awarded Saturday to Adam Friederich Sons' Company of this city. The excavation was recently completed by Chambers & Casey and now work will be commenced at once upon the building. The steel work has been under way at the mills for several weeks and is being rapidly finished. Preparations to receive the steel will be commenced today. It is expected that the new power house will be ready for use about Jan. 1, 1902.

The plant will be able to generate 10,000 horsepower and will be the finest of its size in the country as well as one of the largest.

The main object of this increased power, as has often been announced is to put the company in a position to secure the lighting contract that will expire next June and for which the new five-year contract will be awarded shortly after the next administration assumes power. In addition to this city lighting, the company will be in a position to enter into active competition for the private lighting, of which the Rochester Gas & Electric Company has practically a monopoly at this time.

The building will be of brick, with all structural work of steel, and will be thoroughly fireproof in every respect. It will be 137 feet long and about 72 feet wide. It will be divided by a partition wall into boiler house and an engine and dynamo room. There will be a rock excavation below the level of the boiler room to serve the purpose of an ash pit.

The boiler room will be 36 feet above the engine room, on a second rock excavation to the west of the engine room. The basement of the engine room will be ten feet high, and will be occupied by the foundations of the engines, the foundations to be of solid concrete.

There will be eight Aultman & Taylor

to ratify it. He understands very well that he is beholden to the slate makers and to them only when such men are squelched then, and then only, will Rochester's improvements be realized expeditiously.

TROLLEY CAR SERVICE.

Manager Nicholl's comment on the impatience of Rochester people in regard to the car service applies to the new organization, but he should take into consideration the annoyances that has been caused by a poor service that has been apparent month after month and year after year until it would fray the patience of a Job.

For five years it has been impossible to get a seat in a street car at the crowded time of day. The company has been slow to put on extra cars at the noon hour when people are going home to their lunches, or sufficient cars between 5 and 6 o'clock, when people are going home for the evening. This is only one of the many inconveniences that the people of Rochester have put up with for such an inconsiderable length of time.

Apparently the new organization is honestly trying to meet the demands of the public and in spite of lack of sufficient power or proper rolling stock THE TIMES believes, accomplish it to the satisfaction of all.

ES. 1901

NEW YORK STATE FAIRS.

New York State Fair—Syracuse, Sept.

Oswegatchie Agricultural Society—Ogdensburg, Sept. 3-5.
The Hacker Valley and St. Regis Valley Horticultural Society—Potsdam, Sept. 10-13.
Cobleskill Agricultural Society—Cobleskill, Sept. 25-26.
Chateaugay Union Agricultural Society—Chateaugay, Sept. 10-13.
Southern Steuben Agricultural Society—Troupsburg, Sept. 3-6.
Neversink Agricultural Society—Grahamsville, undecided.
Northern Tioga Agricultural Society—Newark Valley, Sept. 10-13.
Dryden Agricultural Society—Dryden, Sept. 10-13.
Union Agricultural and Horticultural Society—Trumansburg, Sept. 3-6.
Glen Dale Union Agricultural Society—Potterville, undecided.
Warren County Fair—Warrensburg, Sept. 17-20.
Newark Fair Association—Newark, Oct. 3-5.
Palmyra Union Agricultural Society—Palmyra, Sept. 24-26.
Silver Lake Agricultural and Mechanical Association—Perry, Oct. 1-3.
Dundee Fair Association—Dundee, undecided.

The Power City Taking.

The title of the Power city has been chosen as part of the name of a realty company recently organized and doing business. The Power city is the newest title given the city by the Rochester Chamber of Commerce.

TROLLEY TO SYRACUSE WILL STAND ALONE

10.08.

Will Enter Rochester by Way of University Avenue.

ils of the Survey of the Rochester & Syracuse Electric Railway—It is Connected With no Other Trolley Road and is Financed With Rochester and Syracuse Capital—Several Matters Pertaining to Trolley Roads Cleared up—Towns Along the New York Central to be Connected With Rochester and Syracuse.

An electric railway, direct from the city of Rochester to the city of Syracuse, passing through the villages of Brighton, Penfield, Fairport, Macedon, Palmyra, Port

be realized. For ten years the citizens have wanted a public market and have periodically agitated the question, but every time it is brought before the Common Council it is pigeonholed, or committeed, or stifled. There is no apparent reason for it.

To a man up a tree it would appear that if the public had a real hand in the nominations of municipal officers a remedy might be effected. A candidate for office who is nominated by a man or a clique of men, if elected, remembers the side on which his bread is buttered. The people have nothing to do with his

17-20.
Orleans County—Albion, Sept. 18-21.
Oswego County—Oswego Falls, Sept. 17-20.
Otsego County—Cooperstown, Sept. 24-25.
Putnam County—Carmel, Aug. 27-30.
Queens-Nassau Counties—Mineola, Sept. 24-26.
Agricultural and Liberal Arts, Rensselaer County—Nassau, Sept. 10-13.
Rensselaer County—Undecided.
Rockland County—Orangeburg, Sept. 24-25.
St. Lawrence County—Canton, Sept. 17-20.
Saratoga County—Ballston Spa, Aug. 26-30.
Schoharie County—Schoharie, Sept. 16-18.
Schuyler County—Watkins, Sept. 17-20.
Cape Vincent, Sept. 10-13.
Hemlock Lake Union Agricultural Society—Hemlock, Oct. 3-4.
Brockport Union Agricultural Society—Brockport, Sept. 24-26.
West End Agricultural Association—Palatine Bridge, undecided.
Boonville Fair Association—Boonville, Sept. 3-6.
Vernon Agricultural Society—Vernon, Sept. 25-26.
Phoenix Union Agricultural Society—West Phoenix, Sept. 26-28.
Farmers and Mechanics Agricultural Society—Bristol Center, undecided.
Gorham Agricultural Society—Reed Corners, Oct. 3-5.
Naples Union Agricultural Society—Naples, Sept. 17-19.
Sandy Creek, Richland, Orwell and Boylston Agricultural Society, Sandy Creek, Aug. 27-30.
Morris Fair Association—Morris, Oct. 1-3.
Onondaga Union Agricultural Society—Onondaga, Sept. 16-19.
Richfield Springs Agricultural Society—Richfield Springs, Sept. 30-Oct. 3.
Schenevus Valley Agricultural Society—Schenevus, Sept. 19-21.
Rockland County Industrial Association—New City, Sept. 3-6.
Gouverneur Agricultural and Mechanical Society—Gouverneur, Aug.

The latter project is behind a plan for the further improvement of the Erie Canal to which The Times is heartily opposed. The former convention, proposes a ship canal under federal direction and has the full indorsement of this paper. Secretary Ives of the local Chamber of Commerce is to be commended for his energy in securing such a convention for Rochester.

The Times Aug 2/01

Buffalo Evening Express July 27 01

The civilized nations of the world are earnestly considering the question of inland navigation, and are either constructing deep canals or are preparing to do so. Only the United States lags behind.

There are deep waterways in Canada, but they are not sufficient for the constantly increasing traffic, and the constantly increasing size of vessels, and so the construction of new ways is advocated. The Georgian bay route, for instance, has been surveyed, and its advantages are now well understood. It would give almost a straight line from Duluth to Montreal, and cut off the long detour to the south through lower Lake Huron and Lake Erie.

The New York Tribune which has been investigating European canals, finds that France is planning some deep waterways, notably one from the Bay of Biscay to the Mediterranean; that Rus-

...SHIP-CANAL POINTS.

...ts in New York who defeated canal improvement last winter in the interest of the barge canal and have since been showing a strong disposition to drift toward ship-canal ideas, are, apparently, beginning to discover that the ship-canal illusion will not bear close examination. Lyman L. Cooley, engineer of the Deep Waterways Commission, in a recent letter to Alexander R. Smith on this subject, gave a useful hint by remarking: "New York's interest in the question seems to favor some form of toll gate, while the Western sentiment develops on the theory of unlimited ocean navigation to the head of the Great Lakes at Chicago and Duluth. It is the Western sentiment that will furnish the votes in Congress to carry

this prosperity are for it is to crystallize an active movement."

This seems to have opened the eyes of some of the dreamers who were talking a few weeks ago about sidetracking Buffalo in the fact that a canal which would sidetrack Buffalo, supposing such a one to be possible at all, would also sidetrack New York. Henry B. Hebert, chairman of the Canal Committee of the Produce Exchange, takes up the thought, saying: "I believe a ship canal, if constructed, would benefit principally the Northwest and Middle West at the expense of this and other ports. It would, I think, be more of a detriment than benefit to New York. It would develop the iron and other industries of the lake regions and would practically make Atlantic ports of lake cities. Vessels could be sent through from the upper lakes to New York and loaded here with additional cargo for the ocean voyage. This port would lose a very large part of its business on eastbound traffic from the lakes. But, perhaps, New York is patriotic enough to favor the construction of a ship canal for the benefit principally of other sections."

Perhaps it would be, but the conference which was held at the Produce Exchange yesterday did not consider what sacrifices New York might make for the benefit of other sections, but what it could do to benefit itself. That is the selfish basis on which the whole canal question has been discussed hitherto. It may not be altruistic, but it is practical. The sooner the New Yorkers cease toying with delusions and get down to a practical basis, the better it will be for their port and for the whole State.

Buffalo Evening Express July 28

...a Democrat and Chronicle reporter called upon Mr. Lux at his office in Clyde, and from him learned the exact facts regarding the electric railway interests with which he is connected. Said Mr. Lux:

"All of this talk about the Lux syndicate of Detroit is simply nonsense. The simple fact of the matter is that we are going to build an electric railway between the cities of Rochester and Syracuse, taking in the intermediate villages.

"You say you followed our stakes from the east line of the city of Rochester to the Dugway yesterday, and there lost them. Now, in order that there may be no doubt regarding the line our road will take, I will give you the route, as finally laid out by our engineer, William C. Gray, from the tracks of the Rochester Railway Company to the east line of the town of Galen, in which the village of Clyde is situated. A little later I will also give you the survey from the east line of the town of Galen

...lished, but I have not the data at hand. Syracuse is our eastern terminal."

Mr. Lux then gave the reporter the detailed description of the route of the Rochester & Syracuse Electric railway, from University avenue in this city to the east line of the town of Galen. The description follows:

Beginning at the intersection of the Rochester Railway Company's tracks on University avenue and Allande avenue in the city of Rochester; thence easterly in Atlantic avenue, passing under the tracks of the New York Central & Hudson River railroad to the city line of the city of Rochester; continuing easterly on the continuation of Atlantic avenue in the town of Brighton to North avenue; thence southerly in North avenue to the north corporation line of the village of Brighton; continuing southerly in North avenue to Blossom street; thence easterly in Blossom street to the east corporation line of the village of Brighton, continuing easterly in Blossom street to the town of Brighton to the Kelly road; thence southeasterly in the Kelly road, formerly known as the Irondequoit landing road to the boundary line of the town of Brighton; continuing southeasterly in the Kelly road in the town of Penfield and southerly on a private right of way to the foot of the hill on the west side of the Irondequoit creek valley in the Rochester and Penfield road; thence southeasterly in the Rochester and Penfield road to the foot of the hill on the east side of the Irondequoit creek valley; thence southerly on a private right of way to the westerly end of the Paper Mill road; thence southeasterly in the Paper Mill road to a point just south of the paper mill, being the line of the town of Penfield; thence southeasterly along the western bank of Irondequoit creek in the town of Perinton to the Lincoln Mill road; thence easterly in the Lincoln Mill road, crossing Irondequoit creek to the Penfield road; thence southeasterly in the Penfield road to a highway leading south to the Rochester road; thence southerly in said highway passing under the tracks of the New York Central & Hudson River railroad to the Rochester road; thence easterly in said Rochester road, being the continuation of Church street in the village of Fairport passing under the tracks of the West Shore railroad to the west corporation line of the village of Fairport; continuing easterly on Mill street in the village of Fairport to Main street; thence across Main street to John street; thence easterly in John street to the east corporation line of the village of Fairport; continuing easterly along the canal land and southeasterly on a private right of way to a point in the Plank road 200 feet west of the Lower road; thence easterly in the Plank road to a point near the east line of the village of Egypt; thence northeasterly, easterly and southeasterly over private right of way to the division line in the Plank road between the counties of Wayne and Monroe; thence easterly in the town of Macedon in the Plank road to the

...miles. That's all there is about it."

"What about the state railway commission?" was asked.

"We shall apply to the commission for a franchise. The people of all these towns and villages want the road. In fact most of the route is over private right of way, which has already been secured. We expect the franchise as a matter of right."

"Suppose the franchise is not granted. What then?"

"Well, suppose it is not granted, as you say. That is by no means the last word. If a franchise which is called for by all the people along the route is not granted —and I have no reason to believe it will not be granted—then we will avail ourselves of the privilege of extending, both ways, an electric railway which is already ours."

"What about the electric railways from Clyde to Sodus and from Lyons to Sodus?"

"As I have said, these roads are entire-

...We are not building these roads, and we are not building a road from Clyde to Waterloo. We have no connection whatever with the proposed road from Rochester to Canandaigua and Geneva, nor with any other electric railway.

"Our sole proposition, now that we are talking frankly about it, is to build, equip and operate a first-class electric freight and passenger railway from the end of the car lines on University avenue at Rochester to Syracuse, taking the territory named in this survey I have given you, and the territory east of the east line of the town of Galen, which will be described a little later. Can any proposition be plainer?

"Syndicates? Well, I will repeat the statement that the only syndicate which has anything to do with the Rochester & Syracuse electric railway is the syndicate of local capitalists which I have mentioned. Whatever trouble we may have had in getting into Rochester has, I am happy to say, been obviated. We shall go in there and over the route which I have given you."

"Then all of this talk about a through electric line from Cleveland to the sea board is a 'dream of the pipe?'"

"I do not say that. What I do say, and say as plainly as I can, is that the Rochester & Syracuse electric railway has nothing whatever to do with any such line. It is not in any way connected with the Buffalo, Niagara Falls & Rochester electric railway, nor with any road from Buffalo to Rochester by way of Batavia; nor is it in any way interested in any roads or links of roads from Syracuse eastward.

"Of course I do not know what the future holds; how trolley roads may be inter-connected. This is a business proposition. It will connect Rochester and Syracuse with each other, and the intermediate towns and villages with both; and it will be built entirely with local capital."

Inadvertence caused The Times to confuse the Deep Waterway Convention, which will be held in Rochester some time in October, with the State Commerce Convention, which will be

...horse-power nominal capacity, furnishing a sufficient boiler capacity to develop over 10,000 engine horse power.

The furnaces will be equipped with automatic stokers, thus insuring perfect combustion and the highest heat efficiency of the coal. The coal will be fed into the furnaces automatically, through chutes running from the coal storage bins, which will be located directly above the boilers, and will have a capacity of from 1,500 to 1,800 tons. The coal will be carried from the railway across Brown's race on a trestle bridge, where it can be dumped directly into the coal storage bins. The boilers will be divided so that four will be located each on the east and west sides of the boiler room. Steel stacks, 150 feet high, will be provided for each unit of four boilers, these measuring eighteen feet in case of accident to either bank of boilers. The stacks will have 15-foot flues. Access to the engine room will be gained by an elevator, to be located in the south part of the building, just east of the coal bins.

In the engine room will be located five 1,800 horse power, vertical, cross-compound engines, made by the Southwark Foundry and Machine Company. These engines will be directly connected to 60-cycle, two-phase alternators, of about 1,600 kilowatts each. There will be also one horizontal, cross-compound engine of 750 horse power, made by the Dixon Manufacturing Company of Scranton, Pa. This engine will be directly connected with a 500 kilowatt, 60-cycle,

Farmers' Club—Hornellsville, Sept. 17-20.
Cambridge Valley—Cambridge, Aug. 27-30.
Albany County—Altamont, Aug. 28-29.
Allegany County—Angelica, Sept. 10-13.
Broome County—Whitneys Point, Sept. 3-6.
Chautauqua County—Little Valley, Sept. 3-6.
Chemung County—Elmira, Sept. 30-Oct. 4.
Chenango County—Norwich, Sept. 3-6.
Clinton County—Plattsburg, Sept. 10-13.
Columbia County—Chatham, Sept. 3-6.
Cortland County—Cortland, Aug. 27-30.
Delaware County—Delhi, Sept. 5-7.
Dutchess County — Poughkeepsie, Sept. 24-27.
Erie County—Hamburg, Sept. 10-13.
Essex County—Westport, Sept. 3-6.
Franklin County—Malone, Sept. 24-27.
Seneca County—Waterloo, Sept. 3-6.
Steuben County—Bath, Sept. 24-27.
Suffolk County—Riverhead, Sept. 17-20.
Sullivan County—Monticello, Aug. 27-30.
Tioga County—Owego, Sept. 3-6.
Tompkins County—Ithaca, Sept. 17.
Ulster County—Ellenville, Aug. 27.
Washington County—Fort Edward, Sept. 3-6.

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The Amazon itself is navigable for ocean steamers for a distance of 3,000 miles, and with its affluents affords nearly 10,000 miles of navigable water.

Why does the United States lag behind the other nations of the world in canal construction? Is it because local interests are too strong? Buffalo and Greater New York are strongly opposed to a deep waterway, because both levy a heavy tax upon the grain that passes through. But are these two cities to block forever the construction of canals that would give the people of this country the cheapest transportation in the world? Is it not necessary for the United States to act vigorously and promptly if it is to retain its commerce and increase it? Can the people of this country contemplate with equanimity the steady divergence of trade to Canadian ports? It seems to us that this is one of the most important questions that can occupy the attention of congress.

FROM ROCHESTER TO HORNELLSVILLE

Offer to Construct and Equip Trolley Road Accepted.

Satisfactory Arrangements For Financing the Rochester & Southern Electric Railway Perfected at an Important Conference in This City Yesterday—Some Interesting Facts About the New Road and the Territory Traversed.

Democrat Aug 7, 1901

[illegible] the gentlemen

"If electricity generated by water power is offered to us on favorable terms, of course we shall accept it; otherwise we shall build our own steam power plant. But, understand, we are in the market to buy current, if we can buy it right."

The route through which the Rochester & Southern electric railway will extend traverses one of the most prosperous and fertile portions of Western New York. From Rochester the road will extend through the populous villages of East Henrietta and East Rush to Honeoye Falls, at which place it will have connections with both the New York Central and Lehigh Valley railroads. From Honeoye Falls to Lima the route is over the Honeoye Falls & Lima electric railway, which is a trifle over four miles long. This bit of electric railway already comes up to the high standard of excellence which will be required on the entire line. It has a pretty sharp grade as it approaches Lima, but it is understood that this grade will be materially modified, and brought within the maximum which will be allowable on the entire line. Honeoye Falls, the present northern terminus of the short line of road which will be incorporated with the Rochester & Southern, is coming to be a very prosperous town, under the revival of its milling and manufacturing interests.

The village of Lima, so long chiefly celebrated as a center of learning, has recently entered upon a new era, and is now also the seat of some very important manufacturing interests. Recently a large plant has been erected for the manufacture of ensilage machines, and traction engines and separators. It also has other manufacturing industries which will contribute largely to the business of the Rochester & Southern railway, as well as benefit by its construction.

One of the features of the new electric railway, which was taken up to some extent yesterday, was the proposed branch from the present terminus of the Honeoye Falls & Lima railway some dozen miles to the village of Honeoye, sometimes called Honeoye Flats, to distinguish it from the village of Honeoye Falls, some distance below on the outlet of Honeoye lake. This spur would traverse a region which is inhabited by wealthy farmers, who sometimes jocularly account for their liberal possessions by saying that they raise everything, and cannot get out of the valley to spend their money. Seriously, however, the recognized lack in this fertile valley is

Public Band Concert
by the
54th Regiment Band

Sunday Afternoon, August 11, 1901

Program

[illegible] Tryer, Lima; Dr. Charles F. Otis, Honeoye Falls; John B. Hamilton, Rush; Charles L. Hunt, Charles Van Voorhis, J. M. B. O'Grady and Daniel Platt, Rochester.

To Boom Rochester Day.

Now that Rochester Day at the Pan-American is an assured fact, the Chamber of Commerce and the Pan-American people are beginning to advertise the event. As the date has not been set all references to that will come later. E. J. Cook, traveling representative of the exposition, wired Secretary Ives yesterday that he would be in Rochester today with posters, lithographs, etc., which will be placed about the city.

MAY HAVE A ROCHESTER DAY

THE RAILROADS OFFER A SPECIAL RATE.

Date Aug 15 1901.

TO THE PAN-AMERICAN

CHAMBER OF COMMERCE MAY CARRY OUT ITS PLAN.

DIRECT TO THE GROUNDS

Daily Train That Will Land Passengers at the Gates Without Change Is Probable—Conference With Railway Officials.

This city is to have a Rochester Day at the Pan-American Exposition after all. Last spring the Chamber of Commerce made efforts to get the railroads to make a special rate for an occasion that was to be a sort of civic holiday for this city and its people, who, through the chamber, were to make a journey to the Pan-American,

[illegible] the credit for obtaining [illegible] believed that the special to [illegible] would attract large crowds, and that it will be the big train out of this city for the exposition. Rochester Day is expected to draw several thousand people to the Pan-American.

THE APPLE GROWERS.

Next Year's Annual Meeting Will be Held in Rochester.

Rochester is rapidly getting into line as a convention city. The latest to be booked is that of the national convention of the apple growers. This has been secured through the efforts of Secretary Ives, of the Chamber of Commerce, and S. J. Mott, Jr., manager of the Genesee Fruit Company of this city.

This year's convention is now in session in Toronto, and Mr. Mott is there. Several days ago Mr. Ives wrote to Mr. Mott, and in his letter he enclosed one to be read at the convention, in which the advantages of Rochester as a convention city were set forth. Mr. Ives dwelt on the beautiful drives in the city, and the many delightful summer resorts near at hand, saying that but few cities are so admirably situated as regards such resorts. He did not fail to bring out all the points, and the result was he yesterday received a telegram from Mr. Mott saying that the convention of 1902 would be held in Rochester.

"Ives is a convention of considerable size and importance, and is largely attended. Apple growers throughout the country attend, as do also men interested in the manufacture of machinery adapted to the preparation of the apple for its many uses.

COMING TO ROCHESTER.

All Roads From Buffalo Seem to Lead People to This City.

The effect of the proximity of the Pan-American Exposition to Rochester is seen in this city every day. In the first place, the passenger station and the train shed of the New York Central railroad are filled most of the time throughout the day and evening with passengers going through Rochester either to the exposition or home again. Western people who have been attending the big fair and are going down East to visit friends and relatives, or by visitors to Rochester, and one effect of the literature sent out by the Rochester Chamber of Commerce is seen daily in the large

Twelfth Concert

PUBLIC BAND CONCERT
BY THE
Fifty-Fourth Regiment Band,
F. A. ZEITLER, DIRECTOR.

On the Campus of Rochester University.

Saturday Afternoon, August 10, 1901,

FROM 3 TO 6 O'CLOCK.

Under the Auspices of the Rochester Chamber of Commerce.

Program. . . .

PART I.

1. MARCH—University of Rochester, - - - *Seitz*
2. OVERTURE—Stradella, - - - - - *Flotow*
3. CONCERT PIECE—La Verona, - - - - *Dalbey*
4. MEDLEY—Popular Texas, - - - - - *Boettger*
5. WALTZ—Espana, - - - - - *Waldteufel*
6. SELECTION—Operatic Reminiscences, - *Laurendeau*

PART II.

7. MARCH—Soldiers of the Queen, - - - - *Parry*
8. OVERTURE—William Tell, - - - - *Rossini*
9. DIVERTISSEMENT FOR TWO CORNETS—Kindred Souls, - - - - - *Eilenberg*
10. SELECTION—Florodora, - - - - - *Spenser*
11. WALTZ—Foxy Quiller, - - - - *De Koven*
12. GRAND NATIONAL FANTASIA, - - - *Dalbey*

THE NEW SPECI

A Large Crowd Take Ad
tage of the New Tra

ROCHESTER DAY AT PA

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

and a special train will be run. Excursion tickets will be sold and all the accommodations possible will be given.

The Rochester Chamber of Commerce is very much interested in the success of the new special, and Secretary Ives is anxious for the people to give this train their patronage for if the traffic does not merit it, the train will be taken off. Passenger Agent Kalbfleisch stated yesterday that his office had been filled all day with hundreds of people inquiring about the new train and that it would meet the needs of the excursionists he felt certain.

This is the train for Rochester people and is the one they should take when they visit the Pan-Am. They not only save time and money, but in running directly to the grounds, the trouble of getting mixed up in the large jams along the street car lines is entirely overcome. Then, too, as the train remains at the grounds those who so desire can get into the coaches and rest there instead of being compelled to tolerate the crowds on the street cars and then at the station, run the chance of not getting a seat.

Another good feature of the new service is the fact that the train stops at Center Park and at Brown Street, thus giving the people of the central and western parts of the city the opportunity of getting to the exposition without bothering with the street cars.

Secretary Ives stated yesterday that he would go to Buffalo in a few days to see Director General W. J. Buchanan of the Pan-American Exposition in regard to the Rochester Day. That there will be such a day at the exposition is now certain and all that now remains is to decide on the day. A meeting of the trustees will be held September 2 and at that time the matter will be given serious consideration and plans will be laid for the programme of the day.

In all probability September 12 will be the day. This is the time the chamber thinks will be most satisfactory for all, and if the Pan-American people have no serious objections this date will be arranged by Secretary Ives. The Central has given the promise of a fare at $1.25 and will put on all the special trains necessary. There will, in all probability, be a special programme arranged for the occasion and an elaborate display of fireworks by Palmer Sons will follow the grand electrical display and will be the crowning feature of the day.

That Rochester Day will be a big one goes without saying, and it is the desire of the Chamber of Commerce that the citizens begin talking about the matter and lay their plans to go to Buffalo and the exposition on the day that will be arranged. And too, it is the business of the Rochester people to give the new train of the Central their patronage. Those who have made up their minds to attend the exposition should take advantage of this special, for the Chamber of Commerce in urging the Central to put it on, did so only on the condition that it continue as long as the public demanded it.

It is well equipped and the service is the same as on the other daily trains, and too, it makes the run to the exposition in the same time as all the other fast trains. It is the very best train for the Rochester people to take and should be so considered by them for it depends on them whether the new special will be continued or not.

Daily Herald Aug 15

WILL MEET HERE

Rochester Gets National Convention of Apple Shippers.

IN AUGUST OF NEXT YEAR

Convention Secured Through the Efforts of the Chamber of Commerce and S. R. Mott Who Is Now in Attendance at the Toronto Gathering of the Apple Men.

The next convention of the National Association of Apple Shippers will be held in Rochester during the second week of August of next year. The information was received yesterday afternoon by Secretary Ives of the Chamber of Commerce in the form of a telegram from S. R. Nott of this city, who is now in attendance at the convention, which is meeting this year in Toronto. At the time the convention was awarded to Toronto last year, Rochester made a hot fight for the prize and only lost it by a very few votes.

This year Secretary Ives of the Chamber of Commerce began early to make preparations to coral the convention, in advance of the gathering at Toronto an abundance of literature, setting forth the attractive features of the Flower City, were sent to all the delegates, and when the time came for the convention to convene, Mr. Mott departed on the special mission of drumming up a sentiment in favor of his home town, which would result in landing the prize. The success of the mission was announced yesterday afternoon in the message to Secretary Ives. The exact date of the forthcoming gathering will not be fixed upon until after the close of the Toronto convention, which is still in session.

There was a meeting of local street railway officials at the Chamber yesterday afternoon for the purpose of discussing matters relating to the convention of the street railway companies of the [illegible]

ing, among them Henry Villard, who has announced that he will bring a special train load of people from Gotham.

A committee was chosen at the meeting yesterday for the purpose of looking after the details of preparation for the gathering. Of this committee T. J. Nichols was chosen president and C. A. Williams secretary and treasurer.

Since July 9 last, when the previous statement was made, the following have made contributions to the band concert fund: Richard H. Lansing, $5; Benjamin E. Chase, $10; Ellwanger & Barry Realty Co., $25; Margaret J. Wright, $5; Hiram Sibley, $100; Rochester Railway Co., $100.

Secretary Ives, in conversation with a Herald reporter yesterday afternoon, declared that with an additional contribution of $200, he would be able to carry out the original intention of the Chamber and continue the concerts, both Saturday and Sunday, from now on until the 1st of October.

Each of the band organizations have donated one concert free. The concerts next Saturday and Sunday will be given by Heling's Band. On the 24th and 25th the 54th Regiment Band will play. On August 31 and September 1 the concerts will be given by Dosenbach's Band. Secretary Ives announces that there will probably be another moonlight concert given in Highland Park before the conclusion of the series. There will also be a concert given in Seneca Park West.

Secretary Ives has received information that the Lehigh Valley Railroad will inaugurate special excursion rates of $1.15 to Buffalo on Rochester day.

E. J. Costa, the railroad manager of the Pan-American Exposition, will be in Rochester to-day for the purpose of booming Rochester day at the big show.

CONVENTION IN SEPTEMBER.

State Railroad Association Will Meet in Rochester.

The state convention of the street railroad men will be held in this city on September 10 and 11, in the rooms of the Chamber of Commerce. General Manager Nicholl of the Rochester Street Railway Company is a member of the Executive Board of the association and will be one of the members of the local entertainment committee.

A meeting of the Executive Board was held yesterday afternoon in the rooms of the Chamber of Commerce, at which all arrangements for the September convention were made. The following gentlemen were present at yesterday's meeting:

President, C. Tracy Rogers, president of the Binghamton Railroad Company, Binghamton; first vice president, John W. Boyle, president of the Utica Belt Line Street Railroad Company, Utica; second vice president, Edward G. Connette, general manager Syracuse Rapid Transit Railway Company, Syracuse; secretary and treasurer, Henry A. Robinson, solicitor Metropolitan Street Railway Company, New York City; Executive Committee, President Rogers and the following, Herbert H. Vreeland, president Metropolitan Street Railway Company, New York City; Clinton L. Rossiter, president Brooklyn Rapid Transit Company, Brooklyn; W. Caryl Ely, president Buffalo Railway Company, Buffalo; T. J. Nicholl, general manager Rochester Railway Company, Rochester.

JUST A LITTLE MORE.

Band Concert Fund Nearly Sufficient—Saturday and Sunday Music.

Secretary Ives is encouraged because of the additions to the park band concert fund, which the Chamber of Commerce has taken in hand. He says that he now needs but $200 to conduct the concerts every Saturday and Sunday afternoon to the first of October. There have been collected $1,418. Yesterday T. J. Nicholl, general manager of the Rochester Railway Company, gave Mr. Ives $100 which the street railroad company had donated toward the fund.

Since the 9th of July, when the list of contributions was last published, there have been received by Secretary Ives the following: Richard A. Lansing, $5; Benjamin E. Chase, $10; Ellwanger & Barry Realty Company, $25; Margaret J. Wright, $5; Hiram Sibley, $100; Rochester Railway Company, $100.

The next concert will be given Saturday in Seneca park east. The Sunday concert will be in Genesee Valley park. Hebing's Artillery band will of the both.

This is the programme for the Saturday concert:

PART I.

Overture—"Morning, Noon and Night"...Suppe
Intermezzo—"Cavalleria Rusticana"...Mascagni
Soldiers' chorus—"Faust"...Gounod
La Viola—"Waltz"...Mora
Baritone solo—"New Born King"...Parker
Robert Wignall.
Selection—"Burgomaster"...Luders

PART II.

"Coon up a Tree"...Schmall
"King of France, 10,000 Men Marched up the Hill and Down Again"...Sousa
"I, too, was Born in Arcadia"...Sousa
"In Darkest Africa"...Sousa
"American Patrol"...Meacham
"Reilgosa"...Chambers

And this is the programme for the Sunday concert:

PART I.

Overture—"Hungarian Lustspiel"...Keler Bela
March—"Hail to the Spirit of Liberty"...Sousa
Trombone solo—"Holy City"...Adams
Joseph Winecur.
Gavot—"Golden Jubilee"...C. Mora
Waltz—"Blenge"...Laurendeau
Selection—"Foxy Quiller"...DeKoven

PART II.

March—"Mestree Giri"...Hall
Baritone solo—"Beyond the Gates of Paradise"...King
Robert Wignall.
Selection—"Manhatta"...Wallace
"Mr. Thomas Cat"...Hall
Characteristique—"The Busy Bee"...Hendix
"War Songs, Boys in Blue"...Laurendeau

[illegible] Express
August 15/01

THE POST EXPRESS

ROCHESTER DAY AT PAN-AMERICAN.

It is Now a Certainty—Railroad Companies Unite in Giving a Special Low Rate of $1.15 for the Round Trip —Representative Costa Here.

Rochester day at the Pan-American exposition is assured. The railroad officials, exposition, managers, the Rochester Chamber of Commerce and citizens generally have all united to make the affair a huge success—a credit to Rochester and a boom for the fair. The date will be early in September.

The railroad rates will be even more liberal than was expected it would be possible to secure, when it was decided to go forward with the arrangements. At a meeting of the general passenger agents of all lines running between Rochester and Buffalo, held yesterday afternoon in New York city, it was agreed that all lines interested be authorized to sell round-trip tickets to the Pan-American exposition at Buffalo, on Rochester day, at a rate of $1.15.

The New York Central will run direct to the exposition grounds.

E. J. Costa, special commissioner and traveling representative of the publicity department of the Pan-American exposition, who has just returned from a trip to Virginia, where he completed arrangements for "Virginia day," which it is expected will me a mammoth affair, was in the city to-day in consultation with Secretary John M. Ives, of the Chamber of Commerce.

Mr. Costa takes a personal and deep interest in "Rochester day," and in conversation with a reporter for The Post Express, this morning he said: "You can state without reservation that we shall try to outdo any attractions that have been given for other special days on Rochester day. Rochester is nearby and we shall expect not one but a dozen later visitors to the fair as the result of the advertising each excursionist will give the fair. There will be special band attractions and special fireworks and other features yet to be arranged. The railroad rate is almost as good as the one we united with the Rochester people in endeavoring to secure earlier in the season. We shall prepare for a large excursion."

Mr. Costa brought some "paper" advertising the exposition in a general way, and special literature bearing on Rochester day will be prepared in a few days.

One promoter of "Rochester day" who is enthused now that a reduction is secured lower than the rate expected, said to-day: "Rochester will leave its imprint on the Pan-American exposition ground on that day. I think over 10,000 citizens will go."

S. W. Bolles, formerly of this city, and now superintendent of the Pan-American exposition press bureau, has written to Secretary Ives of the Chamber of Commerce, asking what he can do to further the success of "Rochester day."

Secretary Ives will go to Buffalo to make arrangements with Director-General W. I. Buchanan and with enthusiasm for the event. It will be a red letter day here.

The Lehigh Valley railroad has five trains daily leaving here for Buffalo as follows: 5.50 a. m., 8.05 a. m., 3.30 p. m., 7.15 p. m. and a new train is to be put on next Monday leaving here at 7.30 a. m.

Seven trains leave Buffalo daily on this road for Rochester, as follows: 7.40 a. m., 8.30 a. m., 4.15 p. m., 8.00 p. m., 10.15 p. m. and 10.30 p. m., and a new train to be put on Monday will leave Buffalo at 9.45 p. m.

The Rochester special on the New York Central is proving a great success. Nine coach loads left here yesterday morning and the same number of passengers returned at night. This morning the same number of coaches were full of passengers and the tally showed there were just three passengers less than yesterday.

The Erie officials are not to be outdone in pushing the boom of regular trains that leave here daily now at 6.40 a. m., 9.25 a. m. and 4.30 p. m., will be augmented by specials that will run direct to the grounds, thus offering the same inducement as the New York Central—the saving of street car fare in Buffalo. The Erie terminal here is conveniently located for the residents of the southern part of the city and rates being uniform on that day many will take a train from the most convenient station.

and the Pan-American officials who have so willingly co-operated with him. For the second, the railroad managements are to be heartily commended. The Times believes that many Rochesterians will show their appreciation of the energy of Mr. Ives, the concession made by the railroads and their loyalty to their city by attending the Exposition on ROCHESTER DAY.

N, AUGUST 16, 1901.

ROCHESTER AT PAN-AM

GREAT PREPARATIONS IN PROGRESS FOR SEPTEMBER 7.

General Satisfaction Over the Date Selected and the Railroad Rate Secured—Schedule of the Regular Available Trains—Also Specials.

Rochester day at the Pan-American, as was announced in yesterday's last edition of The Post Express, is to be on September 7th. The date is considered the best. The exposition is in its fullest glory. Saturday, September 7th is the last available date before the opening of the schools and teachers and pupils will generally have returned from their vacations and be able to make the trip; it is also the last of the summer Saturday half holiday dates. The time is far enough in the future to permit of ample preparation by those desiring to go and by the exhibition officials to arrange the special features.

Forty trains will leave this city from the railroad stations for Buffalo on Rochester day.

Of the twenty-eight trains leaving the New York Central station three will not be at the disposal of the excursionists. They are the Empire State express leaving at 3.35 p. m., the Fast Mail leaving at 5.35 p. m., and the Lake Shore Limited leaving at 2.20 a. m.

For the convenience of those who intend to go the following schedule of available trains is arranged. It is exclusive of specials that may be run:

Morning.	Afternoon.
12.01 West Shore.	12.10 Central.
1.20 Central.	12.35 Central.
4.03 Central.	2.05 Central.
4.42 West Shore.	3.20 Lehigh.
5.30 Central.	4.25 West Shore.
6.50 Lehigh.	4.30 Erie.
6.50 West Shore.	5.15 Central.
6.6 Erie.	7.15 Lehigh.
6.5. Central.	7.28 Central.
7.13 West Shore.	9.27 Central.
7.25 Central.	9.40 Central.
7.30 Lehigh.	10.12 West Shore.
7.50 Central.	10.35 Central.
8.05 Lehigh.	11.40 Central.
8.30 Central.	
9.25 Erie.	
9.42 4 central.	
10.15 West Shore.	
10.55 Central.	

The New York Central trains will carry passengers direct to the Pan-American exposition entrance. The Erie trains will do the same. Those desiring to pass through Buffalo may go on the Lehigh to the Washington street station and take trolley cars to the grounds.

Director-General W. I. Buchanan of the Pan-American exposition is making special arrangements for Rochester day. Band concerts, and a fire works display will be among the special attractions.

E. J. Costa, traveling representative of the exposition, who was in this city yesterday, left much of advertising matter at the Chamber of Commerce for Secretary Ives to distribute, consisting of beautiful illustrated books, pamphlets, cards, posters, lithographs, and folders.

Mr. Costa will assist in making Rochester day outdo any attraction that has been given at the exposition.

Secretary Ives has been advised that the national convention of stationary engineers which convention will be held in this city on September 4th, 5th and 6th will adjourn Friday night, September 6th and the delegates go in a body to the exposition on Rochester day. Representatives of the association from all sections of the country will be here, many accompanied by their wives and members of their families, and arrangements for 2,000 visitors are being made.

The special rate of $1.15 will be made only on Rochester day and the rate is not the outcome of a railroad rate cutting war. The representatives of all the roads met in New York city and decided at the meeting to give Rochester advantage of a special low rate on its exposition day. The Lehigh local passenger agent received advices of the action earlier than the agents of the other roads and the announcement by that road led to the rumor of rate cutting.

The regular rate will be in force until and after Rochester day, as the attendance at the exposition is increasing, the local passenger agents of all the railroads are of the opinion that no further concessions will be made.

Credit is due to the Chamber of Commerce assisted by the exposition managers in securing the concession in rates.

The Times
August 16/01
FRIDAY EVENING

GLAD TIDINGS.

The first glad news was that the Flower City was to have its day at the Pan-American Exposition after all; the next is that the railroads running from Rochester to Buffalo have agreed to make a round trip rate of $1.15 for the holiday.

For the first achievement the thanks of Rochester are due to John M. Ives, Secretary of the Chamber of Commerce

Aug. 16, 1901.

THE ROCHESTER HERALD, FRIDAY.

ROCHESTER DAY AT PAN-AM. FIXED FOR SEPTEMBER 7

Railroad Officials Have Agreed To Grant a Rate of $1.15 for That Day---Will Prepare a Special Programme.

Cut this out and paste it in your hat, lest you might forget the fact:

SATURDAY,
SEPT. 7, 1901,
ROCHESTER DAY
AT
PAN-AMERICAN.

Rochester is to have the honor of a special day at the Pan-American Exposition in Buffalo.

With a fraternal feeling of city sisterhood Buffalo is going to swing open her gates and take Rochester to her bosom—forgetting old animosities and cementing new friendships.

And what about Rochester? Why, Rochester will offer the reciprocal hand, mobilize an army of invaders 15,000 or more strong and partake of the glad hand extended by the Bisonites.

Until late yesterday afternoon the exact date of the Rochester Day at the Pan-Am. was not decided. There had been much discussion, many suggestions, a number of failures, but finally the day was fixed as September 7.

There was a strong agitation for a local day at the fair long before the big gates opened outward on their hinges to admit the initial crowd, and it has met many obstacles, set backs and rebuffs, but after each knock out it came up smiling and plodded right along just as if its path had been strewn with roses.

The biggest stone in the road was the arbitrary stand taken by the railroads against giving a special rate. Before the exposition opened the railroad magnates got together and signed an iron clad agreement to keep a flat rate of $1.50 from this city to Buffalo and return and to hold to it during the exposition. In fact, one of the railroad magnates wrote to President A. B. Lamberton of the Chamber of Commerce, stating that the rate was the best possible and adding in a half joking way:

"This low rate will make every day Rochester Day at the exposition."

Ordinarily this would have put a perpetual quietus on the movement, but it was bound to win out and it only rested in a somnolent state for a short time before it was on its feet more vigorous than ever. Slowly the agitation became effective and yesterday afternoon it reached a culmination when Secretary John M. Ives of the Chamber of Commerce, after consultation with several members of that body, agreed to hold Rochester Day on September 7.

Before anything definite could be settled upon it was necessary to have the acquiescence of the railroad companies. Not that the railroads had to be consulted, but because a lower rate was wanted, and for this reason their affirmation was a potent factor. Anticipating the strength of the movement, a meeting of the general passenger agents of all the roads entering Rochester was held on Wednesday in New York City.

At this meeting the question of a lower rate was discussed. Some of the roads favored a rate of $1.25, but one road is said to have stood out for a rate of $1.15 both ways. As a result this rate was established.

Announcement of this action was received by the passenger agents of the different roads in this city yesterday afternoon. It created a big stir and in a short space of time was talked about all over the city; and, furthermore, it met with popular favor.

As soon as the news reached Mr. Ives he enthusiastically set about fixing a definite date. He got into communication with President A. B. Lamberton at Nantucket, and others, and in a remarkably brief period the date was definitely settled.

There were a number of things to take into consideration before the date could be fixed. In the first place the railroads did not want the date placed too late in the month because they feared a big demand would be made for cars and it would be impossible to meet it. Then the school teachers would be in session and September 10 and after that date would be unable to attend the fair. And greater still was the fact that Saturday, September 7, is the last day on which stores will close for half holiday vacations for clerks.

So to accommodate the clerks, the school teachers, the school children and incidentally the railroads, was no easy task to solve but it was neatly executed all around.

A train service will be arranged on that date which will comfortably handle 25,000 people, if necessary. Special trains will be run at all hours by the Central, Erie, Lehigh and West Shore. Both the Erie and Central lines will run direct to the terminal station on the Fair grounds. Undoubtedly the Lehigh will issue some sort of coupons entitling passengers to ride free from their station in Washington Street, Buffalo, to the fair grounds.

District Passenger Agent Kalbfleisch of the Central has arranged that trains will stop at Center Park and Brown Street stations and that tickets may be purchased not only at these stations but at the ticket office in State Street and the ticket office in the Central station on Central Avenue. No stops will be made on the Central trains after leaving this city until they arrive in Buffalo.

Now for the Buffalo end of the entertainment. General Director Buchanan wants to make the day one to be remembered and will spare no money or time, he says, to extend hospitality and excellent entertainment to Rochester visitors. Chief of the Press Bureau Stephen W. Bolles, formerly a Rochester newspaper man, has devoted his energy to the scheme and promises to give Rochesterians the best he has in stock, which is well worth having.

A special electrical display will be arranged for Rochester Day. Tableaus depicting local scenes may be exploited from the electric tower. And as for fireworks, nothing superior will have been seen during the exhibit. Apart from these, arrangements will be made for special features pertaining to Rochester and her people.

E. J. Costa, special commissioner and traveling representative of the Publicity Department of the Pan-American was in this city yesterday to open arrangements for Rochester Day. He left three big boxes of lithograph paper for distribution and will come here next week prepared to "paper the whole town" and state in a measure what local folks may expect on September 7. In an interview he said:

"You can state without reservation that we shall try to outdo any attractions that have been given for other special days on Rochester day. Rochester is nearby and we shall expect not one but a dozen later visitors to the fair as the result of the advertising each excursionist will give the fair. There will be special band attractions and special fireworks and other features yet to be arranged. The railroad rate is almost as good as the one we united with the Rochester people in endeavoring to secure earlier in the season. We shall prepare for a large excursion."

Secretary Ives was enthusiastic last night over the success of the plan for Rochester Day. "We fought hard for it," he said, "and at last we won. We have got a good low rate and there is no reason why anybody should miss seeing the exposition. We will put our shoulder to the wheel and make the day one which will leave its imprint on the Pan-American fair."

A groundless story was published by a morning paper yesterday to the effect that a rate war would soon start on the railroads. This is denied at all the railroad ticket offices and the fact that all the general passenger agents signed an ironclad agreement for a $1.15 flat rate bears out the statement.

Some people have gained the idea that there will be cut rates on other days before the exposition closes. All of the passenger agents deny any such intention and state positively that with the single exception of Rochester Day to the state

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of the exposition the rate will be $1.50. It is a safe statement that the best rate which will be given is $1.15 and that on Rochester Day.

The Central's "Rochester Special" train is proving a great success. Nine coach-loads left on the train yesterday morning and came back in the evening. More coaches will have to be added to the train or it will have to be run in sections.

The Lehigh Valley Railroad has five trains daily leaving here for Buffalo as follows: 5.50 a. m., 8.05 a. m., 3.20 p. m., 7.15 p. m., and a new train is to be put on next Monday leaving here at 7.20 a. m. Seven trains leave Buffalo daily on this road for Rochester, as follows: 7.40 a. m., 8.30 a. m., 4.15 p. m., 8.00 p. m., 10.15 p. m., and 10.30 p. m., and a new train to be put on Monday will leave Buffalo at 9.45 p. m.

The Erie officials are not to be outdone in pushing the boom and regular trains that leave here daily now at 6.40 a. m., 9.25 a. m. and 4.30 p. m., will be augmented by specials that will run direct to the grounds.

Aug 16, 1901

THE ROCHESTER HERALD, FRIDAY

COST OF LIGHTING

Price Paid in Rochester Higher Than in Other Cities.

THERE IS NO COMPETITION

Labor Is Higher and Price of Public Electric Lighting Is Higher According to the Size of the City — Some Figures Gathered in Cities of New York, Ohio and Pennsylvania.

What is a fair price for municipal electric lighting service and how does the price now being paid in Rochester compare with it?

These are questions that are being very frequently propounded of late in view of the efforts of a competing company to get in here and the investigation into the subject recently undertaken by the city authorities. The truth of the matter is that these questions cannot be answered by any single set of figures, nor is it easy for anyone not an electrical expert to form any conception of the difficulties of the problem. The presence or absence of water power, the price of coal and the distance of the particular locality from the coal fields, the presence or absence of competition and, last but not least, whether or not the plant has modern or antiquated machinery all affect the price. In addition to this, the capitalization of the particular corporation and the ability of its management all play important parts.

One fact is almost universally true throughout the country. That is that municipal electric lighting service always costs more in large cities than in small places. This is partly due to the fact that labor is higher, rents are higher, taxes higher and the cost of living higher. It is also partly due to to the fact that it is more difficult to secure competition and that the experiment of municipal lighting is more apt to be costly and unsatisfactory.

Where so many factors enter in the price to be established in any one locality must be worked out as a particular problem to which few general principles are applicable. Nevertheless, while no satisfactory direct answer can be given to the question which is confronting the city of Rochester in a very practical manner, it is entirely possible to secure considerable light on the subject from the experience of other cities and the prices there prevailing. An investigation into this subject will demonstrate that prices for public lighting service vary widely, it might almost be said wildly. In a general way it may be said that the range of prices is quite low in such states as Ohio, Illinois and Pennsylvania, and comparatively high in such states as Massachusetts, New Hampshire and New York. Outside the great metropolitan centers it may be said in a general way that the most important factor in the problem seems to be proximity to the coal fields though the presence of such a water power as that of Niagara may have some bearing upon it.

Take for example the state of Ohio. The price prevailing in Cleveland, its largest city, is only a little less than that prevaling here and is higher than anywhere else in the state.

The following table shows, as accurately as the figures can be secured, the prices prevailing in the ten largest towns in the state of Ohio:

Ohio.

Town.	Pop.	No. Arc Lights.	Price Per L. per Year.
Akron	42,728	231	$49 10
Canton	30,667	258	97 50
Cincinnati	325,902	2,326	84 93
Cleveland	381,768	800	74 60
Columbus	125,560	400	65 50
Dayton	85,333	400	65 50
Toledo	131,822	1,000	83 60
Xenia	44,385	112	63 00
Youngstown		265	64 00
Zanesville		229	73 50

Average price ten largest towns Ohio..$74 85

The average price there prevailing is about $28 per light per year less than it is in Rochester, but the prices throughout vary very considerably and the average is brought down by the number of small cities from which quotations are given.

...ohio remains true notwithstanding the fact that the prices prevailing in Philadelphia and Pittsburg are reckoned with the others and are both greater than the price prevailing in Rochester. The following table shows the prices prevailing as nearly as can be ascertained, in the fifteen largest towns of Pennsylvania:

Pennsylvania.

Town	Pop.	No. arc Lights.	Price Per L. per Year.
Altoona	38,973	220	$78 00
Bradford		122	71 00
Chester	33,988	184	84 00
Erie	52,733	443	61 86
Franklin		102	85 00
Harrisburg	50,107	417	82 00
Johnstown	35,936	230	75 00
Lancaster	41,459	300	70 00
New Castle	28,339	125	72 25
Philadelphia	1,293,697	8,413	116 03
Pittsburg	321,616	2,248	96 00
Scranton	102,026	610	73 00
Wilkesbarre	51,721	390	64 00
Williamsport	28,784	210	74 20
York	33,708	272	74 75

Average price 15 largest towns Penn...$75 80

In the manufacturing centers of Massachusetts where coal is dear and power of any kind in high demand the average cost on municipal lighting by electricity is very high and is far above that prevailing in Rochester. In some cities it is about double that paid in many towns in the middle West and the more rural districts of Pennsylvania. The following table shows the prices prevailing in the fifteen largest towns in Massachusetts:

Massachusetts.

Town	Pop.	No. arc Lights.	Price Per L. per Year.
Boston	560,892	6,393	$127 75
Brookline		225	127 75
Brockton	40,063	472	87 60
Cambridge	91,886	516	100 03
Fall River	104,863	637	129 57
Fitchburg	31,531	265	119 09
Haverhill	37,175	190	175 00
Holyoke	45,712	229	100 00
Lowell	94,969	453	120 45
Lynn	68,513	268	112 13
New Bedford	62,442	267	128 70
Salem	35,956	300	100 03
Somerville	61,643	334	150 00
Springfield	62,059	743	104 16
Worcester	118,421	650	116 85

Average price in fifteen largest towns of Massachusetts.....$113 95

There is probably nowhere in the country where the prices of public electric lighting vary as they do in the empire state. In the city of New York, where they are the highest in the whole union the price varies from $182 per light per year to $77.50 per light per year and the correct price which should be charged against the metropolis is difficult to ascertain. It is however, believed that the price of $150 per light per year is a fair average of the cost. As a result of the figures given it would be natural to suppose that as far as this state is concerned the prices in New York City, Troy and Utica were abnormally high, those of Rochester and Syracuse about the average and the price in Niagara Falls and Lockport rather low.

The following table of prices in the twenty largest places in this state where the conditions are at all comparable will be found of interest though the amount of actual instruction to be derived from it is problematical:

New York.

Town	Pop.	No. arc Lights.	Price Per L. per Year.
Auburn	30,345	400	70 00
Bath		66	75 75
Binghamton	35,647	223	84 70
Buffalo	352,387	2,600	100 00
Cohoes		142	75 00
Elmira	35,672	312	80 00
Lockport		265	78 00
New York	3,437,202	4,459	*150 00
Niagara Falls		345	50 00
Ogdenburg		130	72 00
Oswego		329	71 00
Rochester	162,608	2,700	91 25
Rome		160	84 00
Schenectady	31,682	210	93 00
Syracuse	108,374	1,155	91 50
Tonawanda		102	77 00
Troy	60,651	410	146 00
Utica	56,383	537	124 00
Watertown		200	73 00
Yonkers	47,931	313	109 50

Average price for twenty largest places in New York.....$92 03

August 17, 1901

THE ROCHESTER

A POPULAR MOVE

"Rochester Day" at Pan-Am. Favorably Received.

TRAINS TO RUN EVERY HOUR

Excursionists Will Have No Trouble in Making Connections — All the Railroads Making Big Preparations — Secretary Ives Busy Promoting the Scheme.

If you want to know how "Rochester Day" at the Pan-American has appealed to the people of this city, just stop some one you know on the street and ask him about it. Nine times out of eleven he will smile, chuckle a bit and then say: "Why, it's great. What we wanted all the time was a lower rate. Now we'll go. Then, too, we won't feel lonesome when we see our friends all around us."

And there is no doubt that the scheme is a popular one. Low rates, good trains, privilege of traveling on any road and plenty of accommodations seem to be the things that they want to see. The people think that they want to go

...$8 at excursionists need not worry over train time. Each train will carry no less than 600 people. A conservative estimate of the number of people who will go that day was made by a railroad man yesterday when he stated that at least 15,000 would take the trip.

District Passenger Agent Kalbfleisch stated yesterday afternoon that the Central would make special arrangements to handle the crowd. Numerous trains will be run, at least one every hour, and comfortable cars will be supplied. All trains will stop at Center Park and Brown Streets, where tickets can be purchased.

City Ticket Agent Gilbert of the Erie had set to work with enthusiasm and promises to give patrons of the line every inducement to travel via the Erie. Trains will run direct to the grounds, high-backed seat coaches will be used and fast time will be made. The Erie travels through a beautiful country and its station in this city is the nearest to the Four Corners.

City Agent Harris of the Lehigh plans a number of advantages for his road. Nothing will be left undone to give comfort, ease, fast time and a pleasant trip to the excursionists.

Secretary Ives of the Chamber of Commerce will start next week to have the city well "papered" with lithographs setting forth the best points to be seen at the Exposition. Mr. Costa of the publicity staff of the Exposition will visit this city on Monday and will bring trunkfull of paper to be distributed.

Some plans will be made whereby the Chamber may issue a pamphlet setting forth the train time of all trains on the various roads. This will be for the accommodation of the excursionists. In connection with it the prices of the different concessions at the Pan-American will be enumerated and the most desirable places will be pointed out.

Here's a Suggestion.

To the Editor of the Democrat and Chronicle:

Sir: Would it not be a good idea to have a contribution or some other kind of box on the park grounds at the time of the band concerts? I see there is still to be about $200 raised to continue the concerts on Saturdays, and I should think that the people visiting these concerts would gladly contribute a little money this way, which they would not feel a loss at all. As there are from 2,000 to 5,000 present at each concert I think they could raise enough in that way to continue them very easily. If a box of some sort was put at the entrance, with a man to guard it, there are many people that would drop twenty-five or fifty cents in which they would not give otherwise.

Rochester, N. Y., Aug. 19, 1901.

THE BOX MAKERS ARE COMING HERE THIS WEEK

The National Convention Will be Held Here Wednesday, Thursday and Friday.

Aug 22 1901

DS6

The semi-annual convention this week Wednesday, Thursday and Friday in this city of the Box and Box Shook Makers of the United States, is expected to bring about 300 delegates, and some of them will be accompanied by their families. Boxmakers from all parts of the United States are to be here and take part in the business sessions, which will be held during the mornings of the three days, and also to participate in the varied amusements planned for the enjoyment of the visitors.

The business sessions will be held in the assembly hall of the chamber of commerce, and the entire afternoons will be devoted to pleasure, which Rochester is specially adapted to afford because of its summer resorts.

Wednesday afternoon the delagates and their families, accompanied by competent guides, will be driven about the city in tallyhos. The places of interest will be pointed out, and the really pretty city done full justice to. A trip to Ontario Beach is scheduled for Thursday afternoon. During the afternoon athletic games and sports will be pulled off, and in the evening a supper will be served on the broad veranda of Hotel Ontario. During the serving of this meal Short's celebrated band will give an excellent programme. One of the numbers will be a piece written especially for the occasion, entitled, "Boxmakers' Medley."

In the evening special fireworks will be set off on the beach, with the lake for the background. A delightful afternoon and evening is therefore expected to be realized.

Friday afternoon's programme is not yet completed, but something interesting and unique is assured. The programme for the business session is not ready for publication.

The freedom of the city will be given the visitors, and H. W. Morgan and W. E. Webb, who have the preparations in charge, have left nothing undone for the thorough entertainment of the boxmakers, their wives and the future boxmakers of the United States.

...PAN-AMERICAN DAYS.

August 14—Insurance Day.
August 15—Red Men's Day.
August 17—Army Day.
August 20—Michigan Day.
August 21—Louisiana Day. Hamilton Day.
August 22—Electrical Day.
August 23—Virginia Day.
August 26—Municipal Day.
August 27—Porto Rican Expedition Society.
August 31—Mystic Shrine Day.
August 12-17—Wheelmen's week.
August 19-24—Firemen's week.
August 25-31—Furniture Manufacturers' week.
September 2—Labor Day.
September 3—District of Columbia.
September 4—New England Grocers' Day. International Press Union of Women.
September 5—Royal Arcanum.
September 6—National Association Stationary Engineers.
September 9—Spanish-American War Veterans.
September 10—Rhode Island Day.
September 11—Architects' and Builders' Day. Florida Day.
September 12—Polish Day.
September 13—New Jersey Day. Railroad Day.
September 14—Indiana Day. Vassar College Day.
September 15—Honduras Day.
September 15-22—Lumbermen's week.
September 16—Mexican Day. Illinois Day.
September 17—G. A. R. Day.
September 18—New York State Day.
September 19—Welsh Day.
September 20—Pennsylvania Day. St. Catherine's Day.
September 21—Nurses' Associated Alumnæ.
September 24—Nebraska Day.
September 25—Oregon Day.
September 26—Cleveland Day.
September 30—Stewards' Club Day.
October 8—Brooklyn Day.
October 9—New York Federation of Women's Clubs.
October 10—National Grange Day.
October 11—Atlantic City Day.
October 12—International Sunshine Day.

PUBLIC BAND CONCERTS.

Hebing's Artillery Band in Seneca Park, East Saturday Afternoon, From 3 to 6 O'clock.

PROGRAMME.
PART I.

Overture—Morning, Noon and Night	Suppe
Intermezzo from "Cavalleria Rusticana"	Mascagni
Soldiers' chorus from "Faust"	Gounod
La Viola—Waltz	C. Mora
Baritone solo—New Born King	Parker
Robert Wignall.	
Selection from "Burgomaster"	Luders
PART II.	
Coon Up a Tree	Schmall
King of France	Sousa
"10,000 Men Marched up the Hill and Down Again"	Sousa
I, too, was Born in Arcadia	Sousa
In Darkest Africa	Sousa
American Patrol	Makin
Religiosa	Chambers

Hebing's Artillery Band in Genesee Valley Park Sunday Afternoon From 3 to 6 O'clock.

PROGRAMME.
PART I.

Overture—Hungarian Lutspiel	Keler Bela
March—Hail to the Spirit of Liberty	Sousa
Trombone solo—Holy City	Adams
Joseph Winneur.	
Gavot—Golden Jubilee	C. Mora
Waltz—Bleue	Laurendeau
Selection—Foxy Quiller	DeKoven
PART II.	
March—Matinee Girl	Hall
Baritone solo—Beyond the Gates of Paradise	King
Robert Wignall.	
Selection—Maritiana	Wallace
Mr. Thomas Cat	Hall
Characteristique—The Busy Bee	Bendix
War Songs—Boys in Blue	Laurendeau

Fifteenth Concert

PUBLIC BAND CONCERT
BY
HEBING'S ARTILLERY BAND,
GEORGE HEBING, Director.
IN GENESEE VALLEY PARK,
Sunday Afternoon, August 18, 1901,
FROM 3 TO 6 O'CLOCK.
Under the Auspices of the Rochester Chamber of Commerce.

Program.

PART I.

1.	OVERTURE—Hungarian Lurtspiel,	*Keler Bela*
2.	MARCH—Hail to the Spirit of Liberty,	*Sousa*
3.	TROMBONE SOLO—Holy City,	*Adams*
	MR. JOSEPH WINNEUR.	
4.	GAVOT—Golden Jubilee,	*C. Mora*
5.	WALTZ—Blene,	*Laurendeau*
6.	SELECTION—Foxy Quiller,	*DeKoven*

PART II.

7.	MARCH—Matinee Girl,	*Hall*
8.	BARITONE SOLO—Beyond the Gates of Paradise,	*King*
	MR. ROBERT WIGNALL.	
9.	SELECTION—Maritiana,	*Wallace*
10.	MR. THOMAS CAT,	*Hall*
11.	CHARACTERISTIQUE—The Busy Bee,	*Bendix*
12.	WAR SONGS, BOYS IN BLUE,	*Laurendeau*

Fifteenth Concert

PUBLIC BAND CONCERT
BY
Hebing's Artillery Band
GEORGE HEBING, Director

IN SENECA PARK, EAST
Saturday Afternoon, August 17, 1901
FROM THREE TO SIX O'CLOCK
Under the Auspices of the Rochester Chamber of Commerce

Program

PART I

1.	OVERTURE—"Morning, Noon and Night,"	*Suppe*
2.	INTERMEZZO—"Cavalleria Rusticana,"	*Mascagni*
3.	SOLDIERS' CHORUS—"Faust,"	*Gounod*
4.	LA VIOLA—"Waltz,"	*C. Mora*
5.	BARITONE SOLO—"New Born King," MR. ROBERT WIGNALL.	*Parker*
6.	SELECTION—"Burgomaster,"	*Luders*

PART II

7.	"Coon up a Tree,"	*Schmall*
8.	"King of France,"	*Sousa*
9.	"10,000 Men Marched up the Hill and Down Again,"	*Sousa*
10.	"I, too, was Born in Arcadia,"	*Sousa*
	"In Darkest Africa,"	*Sousa*
11.	"American Patrol,"	*Makin*
12.	"Religiosa,"	*Chambers*

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CROWD AT PARK CONCERT.

Thousands Listen to the Playing of Hebing's Artillery Band.

Dec. Aug 14 1911

People were pleased to note the other day, in the columns of the Democrat and Chronicle, that the Chamber of Commerce had succeeded in securing nearly enough money to continue the band concerts through the month of September. Only $200 more is necessary to accomplish this and as the people are showing their appreciation of the concerts by continued attendance in large numbers, they will doubtless soon subscribe the necessary amount.

The concert yesterday was well attended. As is usual on Sunday afternoons, and on Saturday afternoons since the half holiday has been in vogue, the cars leading to the parks were loaded to, or perhaps a little beyond, their full capacity. But when a large portion of the citizens of Rochester get the notion into their heads that they want to go to the same place, and the idea strikes them all at about the same time, it is no wonder that they cannot find cars waiting just outside their doors ready to receive them all at the very moment they start on their outing. And so it is not to be wondered at that cars running into Genesee Valley park yesterday carried nearly full loads on their trips even in the latter part of the afternoon, when the concert was approaching its close.

It was a delightful day out under the great trees. Though the sun became quite warm before the people left the city, when they reached the park they found a gentle breeze blowing across the river from the west, making it cool even in those portions of the grounds which are usually the warmest.

One thing that has been very noticeable with regard to the attendance at all the concerts, and gratifying to the promoters of the project, is that the crowds have always been orderly and quiet. In spite of the thousands and thousands of people of all classes and nationalities who have availed themselves of the chance of listening to these musical entertainments, there has not been a single instance of anyone causing a disturbance. The several officers who have been on duty at the parks have been able to stand around and listen quietly to the music without any thought of trouble. The results have amply republished the reasoning of some who opposed the Sunday concerts, arguing that in a short time the events would descend to the level of mere Sunday picnics, marked by carousing and wild times.

The concert yesterday, as well as that on Saturday, was rendered by Hebing's artillery band. The selections which this band usually plays, while they include some of the heavier music, are mostly of the lighter and popular character and seem to win the real applause of the hearers. Yesterday all the numbers seemed to please and the people could not get enough to suit them. They demanded encore after encore until the band had responded with fully twelve or fifteen and then, when the last number was finished, they hung around the stand and watched the men put up their instruments. "Well," said one lady, in a disappointed tone of voice, "they won't play any more." And she turned away to start for the cars.

It is really quite amusing to ride in the cars sometimes, even if they are crowded and one has to stand all the way. There is usually some one aboard who is particularly good natured and whose cynical or witty remarks on the discomforts of the journey often cause a ripple of laughter to pass over the group of passengers. It is a fact that as a general thing the individuals, even the most discomforted, are good natured and do not enter complaints or grumble over their trouble.

Aug 2, 1911 THE POST EXPRESS:

BOXMAKERS IN CONVENTION.

The National Association in Session at Chamber of Commerce Rooms—Business and Pleasure Combined—Concatenation of the Order of Hoo-Hoo, the First Ever Held in Rochester.

The National Association of Box and Box Shook Manufacturers does not gather together a large convention, but it decidedly makes up in quality what it lacks in quantity. Rochester has rarely welcomed a more up-to-date, progressive and prosperous looking body of men than the 150 delegates who opened their convention in the assembly room of the Chamber of Commerce at 1 o'clock this afternoon.

Not only were all parts of the United States east of the Rockies represented, but Canada also has sent a substantial delegation. In addition to the manufacturing element in the convention, a number of newspaper men representing various lumber trade journals, and representatives for various box machinery firms are present.

Chamber of Commerce hall is handsomely decorated in honor of the convention with cut flowers donated by E. R. Fyy, the florist, as an expression of good will towards the efforts of the chamber in seeking to bring conventions here.

In the library of the chamber a table resplendent with cut glass and china and laden with good things to eat and drink, has been set by the Morgan Machine company for the refreshment of the delegates. The courtesy is a novel one and is highly appreciated by the visitors. J. H. Buhr, caterer of the Whitcomb grill, has charge of the spread.

The Morgan Machine company and the Rochester Box and Lumber company, in fact, have taken it upon themselves to play the part of hosts to the convention during the entire three days' stay of the

The convention was called to order by A. B. Atwood, the second vice-president of the organization, of Chelsea, Mass., after which reports from the secretary and treasurer were listened to. These offices are filled by E. H. DeBaugh, of Louisville, Ky. After this routine business had been gone through with, Mayor Carnahan was introduced to the convention and welcomed the delegates to Rochester. The remainder of the morning was devoted to the appointment of committees on reciprocity, resolutions, local organizations, shooks, next meeting place, work of the association and new business.

At 2 o'clock this afternoon the delegates and their families will be taken on a tally-ho ride about the city.

To-night, the event most eagerly looked forward to at conventions of this character will take place in the Chamber of Commerce rooms. It is a "concatenation" of the celebrated order of Hoo-Hoo, many of whose members are present at the convention.

This order, which is a familiar one in the South and West is almost unknown in the East, and the "concatenation" to-night will be the first one ever held in Rochester.

The Hoo-Hoo traces its lineage to the misty days of ancient Egyptian history. When civilization forsook Egypt and the last of the Ptolemies turned his face to the wall and died, the Great Black Cat, emblem of Egyptian glory, arose from the body of the dead Pharaoh and returned to the clouds, not again to descend upon the earth until in 1895 he made his appearance in the midst of a body of lumbermen, who, returning from a convention in St. Louis and delayed by a railroad wreck at Guerdon, Ark., resolved to form the order of Hoo-Hoo. Its object was to promote the health, happiness and long life of its members; its motto was "to help a man when he's alive," and its membership was limited to persons who made their living in some manner from the lumber business. C. H. McCarroll, of Crawfordsville, Ind.; B. A. Johnson, of Chicago, and W. E. Barnes, of St. Louis, were the prime movers in the new movement, and all of these are now dead. The institution caught on at once among the lumbermen. A ritual, famous for its originality and cleverness was written and the following officers were designated to compose what has ever after been known as the "Supreme Nine":

Snark of the Universe
Senior Hoo-Hoo
Junior Hoo-Hoo
Jabberwock
Bogum
Scrivenoter
Arcanoper
Guerdon
Custocatican.

Most of these names will readily suggest their origin to those who are familiar with Lewis Carroll's "Hunting of the Snark," and "Alice in Wonderland." The place of the inception of the order has been commemorated in the office of "Guerdon."

The mystic number 9 and the "Great Black Cat" were adopted as the symbols of the order. Rochesterians will undoubtedly hear on the streets before three days have passed a blood-curdling yell, which runs as follows:

"1-2-3-4-5-6-7-8-9!"
By the tail of the Great Black Cat,
Hoo! Hoo!

By decision of the "Supreme Nine," the membership of Hoo-Hoo is limited to 9,999. It now has over 8,000 members. It meets on the 9th day of the ninth month at 9:09 o'clock, in annual convention. This year the convention will be held in Norfolk, Va.

The order has no lodges, but every member is known as a "playful kitten," and is numbered. Vice-gerent snarks are appointed to look after the interests of the order in various states. New York has two vice-gerent snarks.

Candidates for membership in the order of Hoo-Hoo are designated "purblind kittens," and the first degree in the order is known as the "Degree of the Playful Kitten." This is a secret ceremony, but in 1895 at Minneapolis, the Hoo-Hoo in national convention added to their ritual a second degree known as the "Osirian Cloister." This had formerly been known as the "Chamber of Horrors," and is a public affair. An opera house is usually hired by the Hoo-Hoo for the occasion, and the chief business in the ceremony is the "embalming of the snark." This ordeal marks the end of the term of office of the "Grand Snark of the Universe." The ceremony varies. When it was first given in Minneapolis, Grand Snark Barnes got wind of what was going to happen and had his grips all packed ready to leave the hotel. His brother Hoo-Hoo were made aware of his intentions, however, and persuaded the chief of police of Minneapolis to arrest Mr. Barnes just as he was leaving the hotel. All that day he was kept under constant police surveillance. When night came he was taken to the opera house and before several thousand spectators was wrapped in mummy cloth, placed in a saracophagus, and consigned to the nether world. Then, from the floor, lurid flames burst forth, in the midst of which appeared Beelzebub and his imps, to whom the snark was formerly tendered; he was indignantly refused. Brought back to earth again, therefore, he was resurrected and consigned for the remainder of his existence to a place in the "House of the Ancients."

Two grand snarks are to be embalmed at Norfolk, this year, and delegates who are "on," say that the ceremonies in connection therewith will make the Spanish Inquisition look like a fly-speck on the page of history.

None of the officers of the Supreme Nine are yet in attendance at the convention here, but it is expected that J. D. Wall, of Buffalo, guerdon of the order, will be present at the "concatenation" to-night and of the "atrocesse" which

BOXMAKERS OPENED THEIR CONVENTION

Dec. Aug 2 1911

First Session Held Yesterday at the Chamber of Commerce.

ONLY ROUTINE BUSINESS

Members Enjoyed Tallyho Ride in Afternoon — Hoo Hoo Concatenation Occupied Last Hours of Evening.

The National Association of Box and Box Shook Manufacturers opened its semi-annual convention in this city yesterday morning in the hall of the Chamber of Commerce. According to the programme the hour for opening was 9:30 o'clock, but because some of the members could not arrive until much later the session was not called to order until about 11 o'clock. Second Vice-President A. B. Atwood called the session to order. About 150 delegates were present. This number is not quite as large as was expected, but some who have been delayed will be here later.

After the address of the chairman a number of the members were admitted to the organization. The roll call followed, the names being read by E. H. DeBaugh, the secretary-treasurer. Then the minutes of the previous session were read and approved. The report on the financial condition of the association was also presented.

The Hon. George A. Carnahan, mayor of this city, gave an address of welcome in his usual happy style, extending the freedom of the city and wishing the delegates all manner of joys and pleasures while sojourning in Rochester.

The remainder of the session, which was devoted entirely to business of interest only to the delegates, was occupied with the appointment of committees on reciprocity, resolutions, local organizations, shooks, next meeting place, work of association, and new business. The announcement of the social part of the programme which has been prepared ended the session, and brought forth much applause from all present.

At the close of the business session many of the delegates partook of a luncheon. A table was set in the library adjoining the assembly room of the chamber, and formed a new and pleasing feature of the entertainment. The table was resplendent with china and cut glass, and added much to the attractiveness of the rooms. This innovation is enjoyed through the kindness and courtesy of the Morgan Machine Company.

The rooms certainly look very attractive with their decorations in honor of the convention. Masses of cut flowers are used with good effect, and these are the donations of E. R. Fyy, florist, who presents them to the Chamber of Commerce for the interest and activity shown by that body in securing so many conventions of state and national organizations this season. Truly the new title of "Convention city" is proving to be far from inappropriate at the present time. Never in the history of the city have there been so many large conventions held in Rochester as in the present year.

Yesterday afternoon the delegates took a tallyho ride about the city, visiting the parks and other objects of interest, including the lower falls and the boulevard. On the trip several photographs of the party were taken. After this many of them went down to the lake to take supper, and did not return until long after the time set for the "concatenation."

Last evening a number of the delegates were initiated into the celebrated secret order of Hoo Hoo. This annual meeting and initiation is designated by the euphonious title of "concatenation," a word containing one of the symbols of the order in one of its syllables. While the order is not in existence in Rochester, it is quite well known in the South and West, and it is safe to say that this morning there are some Rochesterians who are beginning to wonder if they will ever get over the inquisitorial tortures inflicted upon them in the ancient Egyptian ceremony which was celebrated at 8:30 last evening.

When the last Ptolemy was made a mummy, the Great Black Cat, emblematic of the glory of the monster Egyptian empire, arose from his body and took refuge in the clouds, reappearing in 1893 to a number of lumbermen returning from a convention who, delayed at Guerdon, Arkansas, were destined to become the abiding place of the ancient spirit and to be known thereafter as the Hoo Hoo. C. H. McCarroll, of Crawfordsville, Indiana; B. A. Johnson, of Chicago, and W. E. Barnes, of St. Louis, all now deceased, were among the originators of the new order. According to the extremely original and mystifying ritual, the officers of the institution, known as the "supreme nine," are: Snark of the Universe, Senior Hoo Hoo, Junior Hoo Hoo, Jabberwock, Bogum, Scrivenoter, Arcanoper, Guerdon and Custocatican. The yell order is 1-2-3-4-5-6-7-8-9! By the tail of the Great Black Cat, Hoo! Hoo!

The symbols are the number 9 and the Great Black Cat. The membership is limited to 9,999 and already numbers over 8,000. The annual convention will next this year at Norfolk, Virginia, at nine minutes after 9 o'clock, on the 9th day of the 9th month. The annual fee is $9.99, and is a bargain at that. There are two grades. Each member is called a "playful kitten" and has a number. The new members are called "purblind kittens." The

BOX MAKERS TALKING SHOP.

Dec. Aug 22/11

Business is the Dominating Note of All the Sessions of the Convention.

One thing about the semi-annual convention of the National Association of Box and Box Shook Manufacturers now in session at the rooms of the Chamber of Commerce is that the members are gathered together for the transaction of the business of the meeting and not for fun. They do not all get around on time, but arrive soon after, and shop, andnothingelse is talked of until the time comes for the entertainments when they go into them as thoroughly as they do into the business matters.

The sessions of the convention are executive. The box and shook men listen to papers and discuss them, and as they are all on subjects vitally connected with their business they would be of no general interest to the public were they to be given out. The meeting this morning was presided over by S. C. Carey of Cairo, Ill., first vice-president of the association. The only part of the proceedings given out was the fact that ten new members were admitted.

This afternoon the delegates will be given a dinner at Ontario Beach. The dinner is scheduled for 5 o'clock on the veranda of the Hotel Ontario. After dinner the delegates and their wives will go to the upper balcony, which has been reserved for them, and listen to the band concerts and view the fireworks. The return home will be made at 9:30 o'clock.

All the entertainment of the delegates is furnished by the Morgan Machine Company and the Rochester Box and Lumber Company. Each delegate was given a ticket containing ten coupons, which included a trolley ride and tallyho ride for yesterday, and the round trip about Irondequoit bay, scheduled for to-morrow. Many of the delegates are accompanied by their wives, and the ladies are not forgoten by the entertainers.

The concatenation of the Hoo-Hoos, held last evening was a decided success. New members were put through in the usual form and a general good time was had. The enthusiasm of the members kept them busy until a late hour.

The convention will come to a close to-morow. Papers will be read on the low prices in the trade for the last six months and the responsibility for them. Others will deal with the transportation problems, organization, large consumers as competitors, and on the success of the union box factory. All these are not strictly papers, some of them being merely subject to hang discussions on. It will be seen that the delegates go into all matters pertaining to their business pretty thoroughly. The trip to Glen Haven and the bay will be the windup of the social features of the convention.

PARK CONCERTS.

Dec. Aug 22/11

Special Music for the Knights Templar Conclave Will be Given.

The Saturday band concert will be given in Genesee Valley park, and the Sunday concert in Seneca park east. The Fifty-fourth Regiment Band will give each concert. Both programmes are excellent, but the Sunday music contains several special selections that have local significance. Sunday night at 9 o'clock the Fifty-fourth Regiment Band will leave Rochester in company with Monroe Commandery, going to Louisville, Ky., to attend the tri-annual conclave of the Knights Templar, which is to be held in that city next week.

St. John's Commandery is also going. Hence the first number on the programme is a march entitled, "Monroe Commandery," and the first number in the second part is a march entitled "St. John's Commandery." Both have been written especially for the conclave at Louisville, and will be played publicly for the first time Sunday afternoon. Another number on the programme is a waltz, "Old Kentucky Home." On the way home Monroe Commandery and the Fifty-fourth Regiment Band will stop over in Buffalo, a week from next Saturday, and will another number on Sunday's programme is a waltz, "Buffalo Exposition." A glance at the two programmes will show that there is a variety of music in each, and with the special features and the Fifty-fourth to listen to, there is no doubt that large crowds will attend both concerts, if the weather be at all favorable.

This is the Saturday programme:

March—"Our Sessions" ..... Chambers
Overture—"Zelica" ..... Drumwald
Waltz—"Moonlight on the Hudson" ..... Herman
Selection—"Herodora" ..... Sisarri
Spanish serenade—"La Paloma" (by request) ..... Yradier
Medley—"Sunny South" ..... Eiseman

PART II.

March—"Why Don't the Band Play" ..... Boettger
Overture—"Berlin in Joy and Sorrow" ..... Conradi
Patrol—"American" ..... Meacham
Selection—"The Burgomaster" ..... Luders
Waltz—"L'Enchantrice" ..... Weinleitel
Medley—"Sweet Old Songs" ..... Dalbey

Sunday's programme follows:

PART I.

March—"Monroe Commandery" ..... Chambers
Overture—"Undine" ..... Offenbach
Waltz—"Buffalo Exposition" ..... Herman
Selection—"Robin Hood" ..... DeKoven
Characteristic—"Coconut Dance" ..... Tobani
Medley—"Grand Stand" ..... W. H. Mackie

PART II.

March—"St. John's Commandery" ..... Farrar
Overture—"Pique Dame" ..... Suppe
a. "La Belle Mexicana" ..... Langey
b. "Felice Canzonetta" ..... Langey
Selection—"Isle of Champagne" ..... W. Furst
Waltz—"Old Kentucky Home" ..... Louisville
Grand medley—"America" ..... Tobani

BOXMAKERS IN A JOLLY MOOD

Likely First Day of the National Dec. Aug 22 1911 Convention. Herald

CLOSED WITH THE INITIATION OF THIRTEEN PURBLIND KITTENS.

Members on Hand Early To-day for Business Session—Reports of Committees—Papers on Trade Topics and Their Discussion—To-day's Pleasures.

The boxmakers were on hand early at their convention hall in the Chamber of Commerce this morning. Their numbers were swelled by twenty-five Western delegates who arrived on the night trains so that the total number of delegates now in the city is not far from 200.

The meeting was called to order in executive session soon after 11 o'clock this morning by First-Vice-President Carey, of Cairo, Ill., who did not arrive in time to open the session yesterday morning. Reports from committees on membership, exports, and imports, and from the information bureau, were received, after which the following papers were presented:

"How We Do It In Canada," W. A. Fristbrook, Toronto, Ont.

"Piling Lumber For the Box Trade," W. D. Sturm, Louisville, Ky.

"The Saw Mill Man of the Box Factory," C. F. Rood, Ford, Ky.

Discussion—"Reciprocity—What It Has Done for the Box Trade."

This afternoon will be again given up to social pleasures. At 2:30 o'clock, the delegates and guests of the convention will be given a trolley ride to Ontario Beach, stopping at Kodak park on the way. Bathing and sports will be indulged in at the beach and Short's band will give a special concert for the occasion. At 5 o'clock a "beach dinner" will be served on the veranda of Hotel Ontario and at 8 o'clock a special display of fireworks will be viewed by the visitors from the upper veranda of the hotel which has been reserved for the occasion.

The Concatenation.

Members of the Hoo-Hoo fraternity are a unit in declaring to-day that the "concatenation" which they held last night was one of the most notable in the history of the organization. The attendance was not large but the windup represented was remarkably extensive.

Whenever a local concatenation is held the ceremonies incident thereto are in charge of nine officers, specially appointed for that occasion and with titles similar to those borne by members of the "Supreme Nine." These officers last night were as follows:

Snark, E. R. Cooledge, Chicago; senior Hoo-Hoo, E. H. Defebaugh, Louisville, Ky.; junior Hoo-Hoo, Dennis Call, Beaumont, Texas; holy bojum, C. S. Carey, Cairo, Ill.; scrivenater, Robert Berke, Hoopeston, Ill.; jabberwock, Fred Klapproth, Chicago; arcanoper, M. C. Moore, Milwaukee; custocatican, J. McLeod, Rochester; gurdon, J. F. Peterson, Cairo, Ill.

The other Hoo-Hoo present at the concatenation are not designated by name but by number. These numbers indicate with exactness therefore, the priority of their membership in Hoo-Hoo. Thus last night there were present kittens No. 46, 376, 1,390, 1,962, 2,611, 5,589, 6,557, 6,568, 7,307, and 7,339.

Kitten No. 46 is "Ed" Defebaugh who is the oldest pioneer Hoo-Hoo at the convention. Next to him is E. R. Cooledge, who is known as Kitten No. 376.

The Hoo-Hoo rejoiced greatly last night that they had a class of thirteen "purblind Kittens," to pass through the "Degree of the Playful Kitten." While the infant felines were not blessed with a baptismal middle name, the Hoo-Hoo last night supplied the missing cognomen by which ever after they will be known in Hoo-Hoo rather than by their first names. The purblind kittens were as follows:

William Daniel Sexton, Cincinnati, O.; David "Sans Souci" Spear, Pittsburg; A. B. Atwood, Chelsea, Mass.; James "Southland" Innes, Chatham, Ont.; F. J. Kress, Pittsburg; F. M. West, Springfield, Mass.; C. "Perry" Knuffer, Roch-

ester; W. Boger, Wilmington; H. C. Clark, Chicago; F. S. Hooper, Baltimore; D. C. Roussopulos, St. Paul; W. H. Dibble, Decatur, Ill.

The initiation fees to membership in Hoo-Hoo are $9.99, with $1.00 added for annual dues. Three of the kittens whose eyes were opened last night evened up the fun of the occasion by bringing their initiation fees and dues in three boxes containing $10.98 each in pennies. Scrivenoter Robert Burke was kept busy until after midnight counting the "chicken feed."

The Tally-Ho Ride.

Every delegate and visitor except one took advantage of the tally-ho ride given by the Morgan Machine company in the afternoon. The one notable exception was "Uncle Ben" Atwood, the second vice-president of the "Boxers," who with palm leaf in hand, stood chuckling on the Water street pavement watching the ominous looking clouds that were crashing out peals of thunder over the heads of the expectant party. Cordial invitations were handed down to him to "come up and join the saints," but "Uncle Ben's" chuckle only deepened as he shook his head decidedly.

"No, siree," he exclaimed, "you don't catch me taking chances for a shower bath."

But the start was long delayed and as he four tally-ho's headed by Higgins's handsome new Twentieth Century coach, gradually began to fill up while the storm showed signs of disappearing the second vice-president began to repent of his decision. His repentance broke into action and just as the last coach was pulling out he made a wild dash to catch it. But its occupants now were merciless to entreaty and urged the driver to "put on steam." When last seen "Uncle Ben" was standing disconsolately in the middle of the road, mopping the perspiration from his refulgent face and gazing ruefully after the retreating carriages.

In the Twentieth Century tally-ho, drawn by four pairs of white horses about forty lady guests of the convention were seated. In the center, fittily seen through the sea of nodding feminine headgear, shone the polished pate of "Ed" Defebaugh, the secretary-treasurer of the convention. Insistent in his attention to the ladies up to the moment of the start, he had finally appealed to one after another of masculine crowds to take him into their tally-hos, but had been indignantly spurned by each, the more so in that he was obliged to confess that he had neither cigars, matches nor cold punch in his pockets.

On the rear seat of the second coach "Jun-bo Ed" Cooledge traveling representative of the "Southern Lumberman," and a pioneer Hoo-Hoo, insisted on making life miserable for his three brothers Hoo-Hoo who were compelled to occupy the seat with him. He was adjured to get into the old-fashioned stage coach which brought up in the rear, to sit edgewise, and finally to get out and walk, but selfishly insisted on attaching his 200 pounds to the place where he sat until finally his Hoo-Hoo friends grasped the end of his leather belt and pulled until his yells for mercy were shut off by the inability of his diaphram further to perform its duty.

The route of the trip took the vistors first to Genesee Valley park where pictures of the party were taken. Returning by way of the State hospital, First Vice-President Carey who had ingenuously been waving his hands at every pretty girl he saw along the road, mistook the institution for a regular medical hospital and wafted a gracious salute to the trained nurses whom he imagined he saw standing at the windows. The tumultous recognition which his greeting received from scores of hands was a source of intense gratification to him until he was gently informed about the mental status of his admirers, when he relapsed into melancholy silence for the remainder of the ride.

Highland park was next visited, also East avenue, University avenue and the lower falls of the Genesee, the party returning to the Chamber of Commerce by way of Lake avenue and Main street.

On the way, the fact was incidentally developed among the Hoo-Hoo that a strong effort is being made to place next years Hoo-Hoo national convention in Milwaukee.

ENJOY A BIG DAY

Herald Aug 23, 1911

Boxmakers Transact a Great Deal of Business.

DINNER AT ONTARIO BEACH

Business Session of Yesterday Morning —Papers That Were Read — Trip to Ontario Beach in Afternoon — A Most Delightful Time—Session Today and Trip to Lake and Bay.

The second session of the box and box shook makers convention was held yesterday morning in the Chamber of Commerce, and considerable business was transacted. Unlike a great many other conventions, the box makers work when it is time to work and then when the play comes they enter into the fun with all the enthusiasm and vim of their boyhood days. The number of delegates had increased during Wednesday to nearly 200 and all were on hand yesterday morning for the business session.

The meeting was called to order in executive session soon after 11 o'clock this morning by First Vice President Carey of

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

Pelto, Ill., who did not arrive in time to open the session Wednesday morning. Reports from committees on membership, exports and imports and from the information bureau were received, after which the following papers were presented:

"How We do It in Canada," W. A. Frisbrook of Toronto.

"Piling Lumber for the Box Trade," W. D. Sturm of Louisville, Ky.

"The Sawmill Man of the Box Factory," C. F. Rood of Ford, Ky.

Discussion—"Reciprocity: What It Has Done for the Box Trade."

Aside from the help that all are receiving in matters of business, the kindly foresight of the committee has provided them with pleasures for the body also. Yesterday afternoon the party boarded special cars at the corner of Church and State Streets and amid hearty cheers the delegates were on their way to Ontario Beach Park, where Manager Collins was in waiting for them with the very best his place can afford. After doing the place, dinner was served on the veranda of the hotel at 5 o'clock.

Dinner over, all that could be done was to sit quiet and wait for the clouds to roll by. When they did finally disappear, the display of fireworks was given, and this put everyone in good humor again, so that when the party left about 9:30 o'clock they were as jolly and gay as if the sun had been shining all day.

All the entertainment of the delegates is furnished by the Morgan Machine Company and the Rochester Box and Lumber Company. Each delegate was given a ticket containing ten coupons, which included a trolley ride and tally-ho ride for Wednesday, and the round trip about Irondequoit Bay, scheduled for to-day. Many of the delegates are accompanied by their wives, and the ladies are not forgotten by the entertainers.

The convention will come to a close to-day. Papers will be read on the low prices in the trade for the last six months and the responsibility for them. Others will deal with the transportation problems, organization, large consumers as competitors and on the success of the union box factory. All these are not strictly papers, some of them being merely subjects on which to hang discussions. It will be seen that the delegates go into all matters pertaining to their business pretty thoroughly. The trip to Glen of the social features of the convention.

Seventeenth Concert

PUBLIC BAND CONCERT
BY THE
54TH REGIMENT BAND
F. A. ZEITLER, Director.
AT SENECA PARK,
Sunday Afternoon, August 25, 1901,
FROM 3 TO 6 O'CLOCK.
Under the Auspices of the Rochester Chamber of Commerce.

Program. . . .

PART I.

1. MARCH—Monroe Commandery, - - - *Chambers*
2. OVERTURE—Orpheus, - - - *Offenbach*
3. WALTZ—Buffalo Exposition, - - *Herman*
4. SELECTION—Robin Hood, - - - *DeKoven*
5. CHARACTERISTIC—Cocoanut Dance, - *Tobani*
6. MEDLEY—Grand Stand, - - *W. H. Mackie*

PART II.

7. MARCH—St. John's Commandery, - - *Farrar*
8. OVERTURE—Pique Dame, - - - *Suppe*
9. { a. La Belle Mexicana, - - - - - } *Langey*
   { b. Felice Canzonetta, - - - - - }
10. SELECTION—Isle of Champagne, - *W. Furst*
11. WALTZ—Old Kentucky Home, - - *Louisville*
12. GRAND MEDLEY—America, - - *Tobani*

Sixteenth Concert

PUBLIC BAND CONCERT
BY THE
54TH REGIMENT BAND
F. A. ZEITLER, Director.
AT GENESEE VALLEY PARK,
Saturday Afternoon, August 24, 1901,
FROM 3 TO 6 O'CLOCK.
Under the Auspices of the Rochester Chamber of Commerce

Program. . . .

PART I.

1. MARCH—Our Senators, - - - *Chambers*
2. OVERTURE—Felicia, - - - *Gruenwald*
3. WALTZ—Moonlight on the Hudson, - *Herman*
4. SELECTION—Florodora, - - - - *Stuart*
5. SPANISH SERENADE—La Paloma (by request). *Yradier*
6. MEDLEY—Sunny South, - - - - *Eisenman*

PART II.

7. MARCH—Why Don't the Band Play, - *Boettger*
8. OVERTURE—Berlin in Joy and Sorrow, *Conradi*
9. PATROL—American, - - - - *Meacham*
10. SELECTION—The Burgomaster, - - *Luders*
11. WALTZ—L'Eestudiantina, - - - *Waldteufer*
12. MEDLEY—Sweet Old Songs, - - - *Dalbey*

CLOSING SESSION OF BOXMAKERS' ASSEMBLY

Dem. — Aug 24 '01

Routine Business Completed Yesterday Morning—An Afternoon on the Bay.

The final session of the semi-annual convention of box and box shook manufacturers was called to order yesterday morning at 10:30 o'clock by First Vice-President Carey. The session was executive, and was opened with the report of the various committees. This was followed by several addresses.

The first address was by C. E. Turner, Wausau, Wisconsin, on "The Low Prices of the Last Six Months—Who Are Responsible?" "What Will a Forty-Cent Rate From the Pacific Coast Do to Missouri River Competition?" was the subject of an address by F. S. Knapp, of Omaha, Nebraska. The old threadbare subject, "Waste," was presented by R. L. Jones, of Saginaw, Michigan, who led the discussion. The last address was by Charles Kayser, his subject being "Organization, Local or Otherwise—What it Can Do for the Individual and General Trade." A paper was read by W. F. Gorsaling, of St. Louis, presenting the problem of "Large Consumers as Competitors." The morning session was brought to a close by an open discussion of the proposition concerning "The Union Box Factory."

While the gentlemen were devoting the morning hours to the consideration of their business interests, the ladies who accompanied them were treated to a tallyho ride by Mrs. C. M. Loring and Mrs. H. W. Morgan. The start was made from Powers hotel at 10 o'clock, the party proceeding to Seneca park and the lake.

Yesterday afternoon at 2:30 o'clock the delegates met at the office of the Morgan Machine Company, and after a brief inspection of the factory, proceeded to the Rochester Box and Lumber Company's factory and inspected that also. They then left in special cars for Glen Haven, and after looking about the grounds there took boat about the bay, stopping awhile at Sea Breeze. It was early when they returned to the city.

Some of the visitors left last evening for the Pan-American. All unite in praise of the beauties of the Power City, and cannot say too much concerning its attractive parks and boulevards. They expressed themselves as very much pleased and very grateful for their experience with Rochester hospitality, which has been extended to them so lavishly. Many, while confessing that this is the first time that they have been within the confines of this city, assert that it will not be the last time, and that hereafter they will cultivate the acquaintance of Rochester people in another than a mere business way.

BAND CONCERT TO-DAY.

Fifty-Fourth Regiment Band Will Play at Genesee Valley Park.

Dem. — Aug 24 '01

The band concert to-day will be given by the Fifty-fourth Regiment band at Genesee Valley park. The Sunday concert will be given at Seneca park east by the same band. The programme for to-day is as follows:

PART I.

March—"Our Senators" ..... Chambers
Overture—"Felicia" ..... Gruenwald
Waltz—"Moonlight on the Hudson" ..... Herman
Selection—"Florodora" ..... Stuart
Spanish serenade—"La Paloma" (by request) ..... Yradier
Medley—"Sunny South" ..... Eisenman

PART II.

March—"Why Don't the Band Play" ..... Boettger
Overture—"Berlin in Joy and Sorrow" ..... Conradi
Patrol—"American" ..... Meacham
Selection—"The Burgomaster" ..... Luders
Waltz—"L'Estudiantina" ..... Waldteufel
Medley—"Sweet Old Songs" ..... Dalbey

LARGE CROWD AT THE SENECA PARK CONCERT

Dem. — Aug 24 '01

Thousands Hear Long Programme Admirably Played by the Fifty-Fourth Regiment Band.

Persons passing down Main street east yesterday afternoon found the sidewalks almost deserted, but on arriving at the Four Corners the crowd discovered standing on the walks at that point waiting for cars made up for any deficiency which might have been noted in other portions of the city. The improvements being made at the corner of St. Paul and Main streets seemed to shift the center of gravity of the crowd to the one point.

It was possible yesterday afternoon for one to get a better impression or estimate of the number and character of the people who are going out each Sunday to the parks or the lake resorts, than has been the case before this season. Practically all the cars except those running on the direct routes to the eastern portion of the city left the Four Corners and went almost any way except up Main. The size of the crowd which there assembled was a matter of surprise to many, who thought that never before this season have so many citizens taken it into their heads to go on an outing at the same time. While this may have been true, the crowd appeared larger from being held together so closely in the one spot.

The car service yesterday afternoon to Seneca park east was very good, considering the state in which so many of the lines of the city are at the present time. Practically all the St. Paul cars were running and there were many extras, these latter bearing bright new signs with the legend "Seneca Park." This addition to the equipment, slight as it may appear to be, was and will be appreciated by many of those who have been inconvenienced at times by their inability to distinguish at a glance the route and destination of the cars. The big white X was also very prominent.

Of all the crowds that Seneca park has seen this season, it is not probable that it has beheld a larger one than that which assembled yesterday under the shade of the great trees. Before the concert began thousands of people had taken their places near the band stand, and there they remained for hours, while those who came later had to be content to take their stand at a slightly greater distance. Every bench was occupied, and every tree seemed to be the support provided by Dame Nature herself for weary backs or deserted bicycles. Every place available for sitting or reclining was taken advantage of, and at that the larger proportion of the audience stood up all the time.

It seemed as though every corner and cranny of the great grounds was occupied and was doing its duty toward entertaining the visitors. Even along the avenue that leads into the park the benches were filled, and remained so all day. The animal cages near the entrance attracted many, while the bear den was constantly surrounded by a curious crowd eager for the casual appearance of brulin. From that point on to the pavilion the paths were mere streming multitudes of recreating humanity.

The concert was given by the Fifty-fourth Regiment band, whose force was somewhat strengthened by the addition of some of the regular members who have been away filling engagements in other cities. Probably it was the most complete aggregation of men that this organization has had together at any time this season. If the audience could have had its way the men would not have been allowed to rest between numbers, and the time limits would have been extended about two hours. The following programme was played:

PART I.

March—"Monroe Commandery" ..... Chambers
Overture—"Orpheus" ..... Offenbach
Encore—"Strike Up the Band" ..... Clark
Waltz—"Buffalo Exposition" ..... Herman
Selection—"Robin Hood" ..... DeKoven
Encore—"A Little Bit Off the Top" ..... Ascher
Characteristic—"Cocoanut Dance" ..... Tobani
Encore—"Coon Band Contest" ..... Pryor
Medley—"Grand Stand" ..... W. H. Mackie
Encore—"The Man Behind the Gun" ..... Sousa

PART II.

March—"St. John's Commandery" ..... Farrar
Overture—"Pique Dame" ..... Suppe
Encore—"The Invincible Eagle" ..... Sousa
a. "La Belle Mexicana" ..... Langey
b. "Felice Canzonetta" ..... Langey
Encore—Cornet solo—"The Holy City" ..... Adams
Samuel Bassett.
Selection—"Isle of Champagne" ..... W. Furst
Waltz—"Old Kentucky Home" ..... Louisville
Encore—"Soldiers of the Queen" ..... Parry
Grand medley—"America" ..... Tobani
Encore—"Good-by, Dolly Gray" ..... Chattaway

AT SENECA PARK.

Herald — Aug 26 '01

54th Regiment Band Gave What Every One Termed Its Best Concert So Far This Season — 10,000 Out.

A beautiful day, the betterment in the trolley service and the fact that the 54th Regiment Band was at its very best, brought Rochester people out yesterday by the thousands to Seneca Park East to listen to the music and join in the unanimous expression that yesterday's concert was the very best the band has yet given this summer.

This was due largely to the fact that all of the regular men were again in their places; then, too, several of the old members who have been playing elsewhere throughout the country were back again in their old time form, Henry Galvin, the well-known trombone player who has been filling an engagement at Summit Park, near Utica, was here and his work was of the gilt-edged kind that helped make the concert what it was. Another addition was that of John Pfaff, who has just returned from the Thousand Islands, where he made a name for himself and his clarionet.

The car service was tolerably good, but more cars should be pressed into service, for all of the people can not be carried to the park before the concert begins, while along the line it is next to impossible to get on the cars. The only thing the people could do was to go to the Four Corners and there run chances of getting a seat. But at any rate fully 10,000 went to the park yesterday and enjoyed the concert to the full, as was evident from the hearty encores they gave almost every number that was played.

The programme was of a special nature, several of the selections being composed for the Commandery, which they will accompany to Louisville. The third number, "Buffalo Exposition," was well received and captured the audience. But the reception of this number was overshadowed by the following, "Robin Hood," which set the people wild with delight. It was several minutes before they would stop applauding and give the boys an opportunity to respond.

The selections of the second part were equally good and all received their much merited applause. "Pique Dame," an overture by Suppe, seemed to strike a responsive chord in the hearts of the people, not even a bow and the raising of Director Zeiller's hat would satisfy them. The tenth number was also good, as was "Old Kentucky Home."

When the last number was struck up, "America," the park resounded with the voices of thousands of people joining lustily in the song. Following was the programme rendered:

PART I.

March—Monroe Commandery ....Chambers
Overture—Orpheus ..... Offenbach
Waltz—Buffalo Exposition ..... Herman
Selection—Robin Hood ..... DeKoven
Characteristic—Cocoanut Dance ..... Tobani
Medley—Grand Stand ..... W. H. Mackie

PART II.

March—St. John's Commandery ..... Farrar
Overture—Pique Dame ..... Suppe
a. La Belle Mexicana ..... Langey
b. Felice Canzonetta ..... Langey
Selection—Isle of Champagne ..... W. Furst
Waltz—Old Kentucky Home ..... Louisville
Grand Medley—America ..... Tobani

ENCORES.

Strike up the Band ..... Clark
A Little Bit Off the Top ..... Ascher
Coon Band Contest ..... Pryor
The Man Behind the Gun ..... Sousa
The Invincible Eagle ..... Sousa
Cornet Solo—The Holy City ..... Adams
Samuel Bassett.
Soldiers of the Queen ..... Parry
Good-by Dolly Gray ..... Chattaway

A FEW SURPRISES

Herald — Aug 26 '01

Buffalo Exerting Herself To Entertain Rochester.

SOME GAMES FOR OFFICIALS

Aldermen, Solons, Police and Firemen of the Two Cities May Meet for Athletic Supremacy in the Stadium — Grand Pyrotechnic and Electric Displays Arranged.

Arrangements for Rochester Day, September 7, at the Pan-American are rapidly assuming definite shape. Details of the work are being mapped out and indications are that it will be one of the greatest intercity events in the history of New York State.

Buffalo is making extraordinary preparations for the event. Advertising matter has been distributed all over the Windy City and the Bisonites promise to turn out in force to receive the Flower Cityites. It will, in fact, be a big family reunion and hospitality will be generously extended.

Efforts are being made to have official recognition of the day taken by Buffalo officials. Some of the big stores may be closed on that afternoon and illuminated electric transparencies may be placed on the buildings and in the streets.

Along this line a few sporting events are suggested. Baseball games, running matches, tugs of war and other athletic matters are mentioned. These will be limited to societies and officials.

One of the surprises may be a ball game between the Erie County Supervisors and the Monroe County Solons. The local Solons are quite nifty at the national game and should give the Erie people a pretty stiff rub. Meanwhile the rooters could raise pandemonium.

A tug of war is suggested between the Aldermen of the two cities. There are some city officers in Buffalo that are

ROCHESTER DAY.

Dem. — Aug 26 '01

Headquarters Have Been Established in This City by E. J. Costa.

Evidently Rochester day at the Pan-American Exposition is to be an event of importance both to Rochester and to Buffalo, as well as to the exposition. E. J. Costa, traveling representative of the exposition, arrived in Rochester yesterday and established at the Chamber of Commerce headquarters where he will remain until the big day, giving advice, information and assistance to all interested. September 7th has been chosen as the date. This is the last day to be celebrated as a Saturday half-holiday.

Mr. Costa will have charge of the excursion from this end, and that it will be carefully and thoroughly planned and managed is pretty certain, judging from the vast experience that he has had. He says that Rochester day is to be a grand success. Nothing is to be left undone in Buffalo to make it the greatest intercity event on record, and Mr. Costa says that the feeling in Buffalo in favor of making special honors for Rochester day is very strong.

The programme for the day is not completed, but will be in a short time. The details are rapidly being worked out and will be announced before long. Buffalo's city officials and societies of different character will unite in the celebration. There will be ceremonies befitting the day, special fireworks and displays, and the events in the Stadium will be specially arranged for the day.

Last Thursday was Syracuse day at the exposition, and in round numbers the attendance from the Saline city was 7,000. It is believed that fully as many people will go from this city on Rochester day. There were special ceremonies on Syracuse day.

Union. — Aug 26 '01

E. J. COSTA.

Arrival of the Pan-American Commissioner to Arrange Details for Rochester Day.

E. J. Costa, special commissioner and representative of the publicity department of the Pan-American Exposition is now in this city to work out the details and arrange for the celebration of Rochester Day at the Exposition on September 7th. Mr. Costa has established his headquarters at the Chamber of Commerce and will keep in close touch with our railroad and civic officials, and the leading citizens generally for the purpose of securing all the influences and means possible to make Rochester Day at the Pan-Am. one long to be remembered by our citizens.

Mr. Costa says that the people of Buffalo will do all in their power to signalize the event. In a few days some of the important features of the occasion will be made public that cannot fail to induce thousands of people to take advantage of the low rate and splendid group of entertainments to be enjoyed on Rochester Day.

Among the amusements will probably be contests between official bodies of Buffalo and Rochester of an unique and enjoyable character. Care will be taken to have the biggest kind of a welcome accorded to the Rochesterians and it is expected that the fraternizing of the people of the Flower and Windy cities will be one of the red letter events connected with the history of the Pan-American Exposition.

This much may be said of the coming excursion. No Rochesterian can afford to miss it and should commence at once to make his business arrangements conform to his absence from home on that occasion. Railway officials are planning to give the excursionists the most comfortable accom-

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...completion, and ready on the ...ture of transportation so that all may re... from the trip delighted with their outing.

ROCHESTER DAY

E. J. Costa Is Here from Buffalo to Take Charge of Local Arrangements.

E. J. Costa, railroad representative of the Pan-American, arrived in the city today to make his headquarters in the Chamber of Commerce until after Rochester day at the exposition. He will have general charge of the excursion management of the arrangements at this end.

Mr. Costa brings from Buffalo the assurance that nothing will be left undone there to make Rochester day the greatest inter-city event on record. He says the feeling there in favor of special honors for Rochester day is very strong.

Details for the special programme are rapidly being worked out and will soon be announced. Buffalo city officials and societies of different character will unite in the celebration. There will be special ceremonies and displays in the Stadium and it is expected that this event will cap the climax in the matter of special days.

Mr. Costa will remain here to furnish advice, information and assistance to all interested. A large attendance from this city and surrounding towns is already assured.

Herald Aug 28, 1901.

DISCOVERED TOO LATE

How Rochester Gas and Electric Company Failed To Inconvenience Local Industries.

48 HOURS BEHIND

Railroad Company Was Supplying 100 Horse Power.

ACCIDENT TO CITIZENS CO.

Ultimatum Issued That Power To Run Street Cars Would Be Shut Off in One Hour Unless Wire With Citizens Company Was Discontinued — Another Sample of No Competition.

The managers of the Rochester Gas and Electric Company evidently agree with Mayor Carnahan that competition in the electric business is not a good thing—at least for themselves. So they are not encouraging competition, even though important public interests suffer and widespread inconvenience is caused.

Only recently the story became public by means of a court action of the refusal of the Rochester Gas and Electric Company to furnish any power to the Rochester Railway Company, although the former company had plenty of power to sell and the latter company was anxious to buy it at the price asked.

The ground of the refusal was that the railroad company was contesting in the courts a bill rendered by the electric company for subway rentals. The railroad managers contended that the price charged for conduit rentals was exorbitant and proposed to bring the matter fairly before the courts for adjudication.

The electric company put down the screws, however, by refusing to furnish power to run the street cars of the city, although there was no dispute as to the price to be paid for the power, and it held to its refusal until the railroad company paid its subway bill in full, dollar for dollar, and withdrew its defense in court.

How Public Was Inconvenienced.

It will be remembered that as a result of this arbitrary refusal to supply power, which the Rochester Gas and Electric Company had in abundance to sell, the street car service was so woefully inadequate that the newspapers were filled with complaints and the inconvenience was so great as to become a matter of constant and indignant comment. The railroad company was utterly unable to handle the heavy summer business, and as a result it was a daily occurrence for cars to be stalled on the streets for lack of power.

Free band concerts have been given this summer at the various parks for the benefit of the people generally, and liberal contributions were made by public spirited citizens, the fund being disbursed under the auspices of the Chamber of Commerce. The city itself, through the Park Commission, made a contribution of $50 to the fund.

INTERCITY CONTESTS ON ROCHESTER DAY

Times Aug 28, 01.

Elaborate arrangements are being made for Rochester Day, Sept. 7, at Pan-American Exposition. All indications point to one of the greatest inter-city events in the history of New York State. In Buffalo the event is creating extraordinary interest and the business men and Exposition authorities are working like beavers to make it a red-letter day in the history of the two cities.

The officials of all the railroads, the business men, city officials and Chamber of Commerce officials are putting their heads together and are trying to induce the storekeepers and factory owners to close their places of business on that day. The railroads will have a uniform low rate, making this the cheapest opportunity to visit the Exposition that can be had. When the trains arrive at the Exposition there will be no confusion, as there will be guides furnished to pilot the people all through the big show.

The officials of the two cities are endeavoring to arrange a baseball game between themselves for that day. A big list of athletic games and sports of all kinds will be conducted at the Stadium. An effort is also being made for a game between the Rochester and Buffalo teams of the Eastern League. The electrical display will be a magnificent feature, special electrical surprises being arranged for the entertainment of the Rochesterians in the evening. Magnificent set pieces of fireworks presenting miniatures of Genesee Falls, Driving Park Avenue bridge, Mayor Carnahan and others, will be set off.

Mr. E. J. Costa, who is representing the Exposition authorities in this city, will make his headquarters at the Chamber of Commerce until all the details have been arranged. Mr. Costa brought with him a load of advertising matter which will, within a week, be displayed on every billboard in the city.

For lack of street car accommodations, arising from the arbitrary action of the Rochester Gas and Electric Company in refusing to sell its power to the railroad company, several concerts were practically failures, and on at least two occasions thousands of people who were taken to the parks were obliged to walk home. In numerous minor cases the inconvenience was proportionately as great. In fact, the street car service became so bad that people were unwilling to take chances of going to the parks or the lakeside, fearing they might be unable to reach home at all or only after a long and tiresome delay.

The Blame Fixed.

The managers of the railroad company bore the storm of complaints in silence for a while, until The Herald discovered the real reason and made public the facts which were raised in the court case. Then the public indignation that had been growing against the railroad company was transferred to the electric company and its arbitrary course was roundly denounced on all sides.

But the Rochester Gas and Electric Company cared no more for the public than for the managers of a corporation. The managers of that concern had the chance to squeeze the railroad company and did not propose to let go, no matter what the newspapers and the public said or thought.

The end of the whole matter was that the Rochester Railway Company was brought to terms and forced to pay a bill of $5,000 for conduit rentals, which it regarded as so unjust that it had gone to the courts to contest. The Rochester Gas and Electric Company got its pound of flesh, waiving not one jot because of public indignation and caring nothing for public inconvenience.

When the railroad company paid its conduit bill, the Rochester Gas and Electric Company consented to furnish the extra power that was needed to run the cars during the summer business, 1,000 horse power for six days in the week and 1,500 horse power on Sunday.

Threatened To Shut Off Power Again.

The contract with the railroad company was continued without further friction until yesterday when the Rochester Gas and Electric Company made a discovery. As the result of the discovery it gave the railroad company just one hour's notice to disconnect its wire with the Citizens Light and Power Company, threatening at the end of the sixty minutes to shut off the power it was furnishing the company to run the street cars of the city.

As was described by one who told the story, Manager Nicholl's hair stood on end when he received this ultimatum. As soon as he could grasp his hat and carry the news to the Citizens Light and Power Company and to the electricians of the Rochester Railway Company, the power was turned off and the street car service saved.

The deal between the Citizens Light and Power Company and the Rochester Railway Company, which caused the ultimatum to be issued by the Rochester Gas and Electric Company was a temporary deal of comparatively little consequence. It arose in this way. Last Friday a dynamo at the plant of the Citizens Light and Power Company burned out. It was a small dynamo, generating only 100 horse power. But the capacity of the new company is now so overtaxed, until its big $2,000,000 plant is completed that even this slight loss of power was an inconvenience.

Railroad Company's Friendly Act.

The dynamo did not furnish electric light, but was generating power that was used by a number of small factories and in the running of a number of elevators. To discontinue this power even for twenty-four hours would be rather serious to these factories and stores, however, and as an accommodation, the Rochester Railroad Company let the Citizens company have 100 horse power for a few days until the damage could be repaired.

The managers of the Rochester Gas and Electric Company did not learn of the matter until yesterday, however; then the ultimatum to the Rochester Railway Company followed just as soon as it was possible to write the communication and send it down to the street car offices by a messenger. The Rochester Gas and Electric Company did not propose even for sixty minutes that the Rochester Railway Company should do a friendly act of helping out in case of an accident and thereby saving some factories from inconvenience and preventing the stoppage of some store elevators.

Here was no cash whatever involved. It had the whiprow over the railway company and it proposed to use it, for the sole purpose of causing as much inconvenience to as many small industries and stores as was in its power to do.

Too Late To Make Trouble.

Fortunately for all parties concerned the Citizens Light and Power Company had completed its repairs and when the temporary wire running to the railroad plant was disconnected, the company was in shape again to take care of its own business without asking further help. If the discovery had been made 48 hours earlier, the managers of the Rochester Gas and Electric Company might have succeeded in their purpose to shut down the factories and to stop the store elevators for a few hours. They showed the disposition to do so, when the ultimatum was issued, but the opportunity to do damage had fortunately gone and they had only their trouble for their pains.

It will not be many months longer, however, before Rochester will have all the electricity that is needed to develop small industries and to run all the street cars that will be needed at any time. In addition to the new plant of the Citizens company that will be ready, according to promise, to generate 10,000 extra horse power after January 1, the Rochester Railway Company will have its own arrangements complete and be able to make its own power before another summer season opens.

The time of the Rochester Gas and Electric Company to hold up the public by refusing arbitrarily to furnish power to other corporations that is needed to subserve the general public convenience is growing very short.

Aug 28 01

SHUT OFF POWER.

Controversy Between Electric Companies Leads to a Peculiar Situation.

Manager Nicholl of the Rochester Railway Company yesterday received a message from the Rochester Gas and Electric Company informing him that unless the trolley company discontinued giving power to the Citizens' Light and Power Company the power that was being given the trolley company by the Rochester Gas and Electric Company would cease. Manager Nicholl was given just sixty seconds to inform the Gas and Electric Company of this ultimatum.

After the railroad company paid its conduit bill of $5,000 recently the Rochester Gas and Electric Company announced that they would continue selling power to the railroad company. This relation was continued until yesterday, when the sudden discovery was made that Manager Nicholl never saw the wire with the Citizens' company. There was nothing for him to do but to comply, for had he declined the trolley service would have been so badly crippled that many people would be compelled to walk to and from their homes to-day.

The Rochester Gas and Electric Company's discovery that power was being furnished to its rival, the Citizens' company, was followed by instant demand that it be cut off.

It was a friendly act upon the part of the Rochester Railway Company to furnish the power to the Citizens' company. The capacity of the new company is overtaxed while building its new $2,000,000 plant, especially since a dynamo in the Citizens' company plant burned out last Friday. They asked for 100 horse power and got it. Fortunately for them they have completed their repairs and when the wire was disconnected yesterday they had plenty of power for their uses.

...ESTER DAY AS A CIVIC HOLIDAY

Mayor Carnahan Has Matter Under Consideration.

WILL BE A BIG EVENT

Post-Express Aug 30 01

E. J. Costa Traveling Representative of the Pan-American Expected To-day and Programme Will Soon be Completed.

Everyone is talking Rochester day; even the politicians drop their pet subject now and then, and find rest in the prospect of a different sort of a hot time very near. Everyone in Rochester and Buffalo seems assured of the success of the event, and certain that there will be thousands of people from Rochester at the Pan-American Exposition on the 7th of next month.

There is a possibility that the day will be made a civic holiday, as was Syracuse day in the Saline city. Rochester is rather on her mettle regarding the attendance of this special occasion because Syracuse sent such a large representation. On Syracuse day there were 3,400 citizens of the Saline city in attendance at the big fair, and those having the management of the local celebration in charge agree that it would be beneath the dignity of the Power city to "fall down" now. They say Rochester must and will eclipse Syracuse on the one day set aside as all her own at the big show of the people of the Americas.

The special trains direct to the grounds from this city, with no stops except for water, are to begin leaving at about daylight, and there will be a special out of Rochester at 1:40 P. M. This train is for the accommodation of those people who cannot get away in the morning. The New York Central has announced a ten minutes' schedule during the morning, and the Erie is out with handbills stating that "The Flower city will triumph over all; greeting the Rainbow city 100,000 strong."

Mayor Carnahan was asked yesterday if he would issue a proclamation or whatever was necessary declaring the 7th of September a civic holiday. He said that he would consider the matter, and would secure a copy of the proclamation issued by the mayor of Syracuse for Syracuse day. There is a feeling in the city that the day should be so declared, and that all business should be suspended for the entire day. It is the last of the half-holidays instituted for the first time this year, and the success of the Saturday half-holidays, these agitators argue, should be celebrated by the giving of the entire day of the 7th to recreation and pleasure, and to a trip to the Pan-American. Mayor Carnahan's answer is awaited with interest.

E. J. Costa, traveling representative of the exposition, did not arrive in Rochester yesterday as was expected, but is looked for to-day. His delay was attributed to his not having yet seen Director-General Buchanan in regard to the details for the prospective programme for the day. When he arrives in Rochester he will start at once the work of completing this programme, and also in consulting with the railroad representatives as to the very best manner in which to handle the vast crowds that are expected to leave Rochester that day.

It is earnestly urged by the gentlemen having charge of the arrangements of the day, that people procure their tickets beforehand, and at the city offices. These gentlemen say that if the thousands wait until they get to the railroad stations, there will be delay in getting the people out of the city, and the same will result if the pasteboards are not forthcoming before the morning of the big day.

Mayor Carnahan yesterday received the following letter from Mayor Diehl of Buffalo:

Mayor's Office,
Buffalo, N. Y., Aug. 28, 1901.

Hon. George A. Carnahan, Mayor, Rochester, N. Y.:

My Dear Sir: It has given me great pleasure and satisfaction to learn of the efforts which you and the Rochester Chamber of Commerce are putting forth to make Rochester day a brilliant success. I want to assure you that the people of Buffalo are very grateful to you and your people for the active interest they have taken in the Pan-American Exposition enterprise and to pledge that your reception here will be cordial and sincere.

I anticipate much pleasure in meeting you at the exposition and showing you courtesy.

Very respectfully,
CONRAD DIEHL.

The copy below is that of a letter received yesterday by Secretary Ives from the Buffalo Merchants' exchange:

John M. Ives, Esq., Secretary Chamber of Commerce, Rochester, N. Y.:

My Dear Mr. Ives: Our Exchange is advised by the director-general of the Pan-American Exposition that Saturday, September 7th, has been designated and set aside as "Rochester day."

It affords me, therefore, on behalf of the Buffalo Merchants' Exchange, great pleasure to express the sentiment that this movement on the part of the Chamber of Commerce and citizens of Rochester to come in a body to Buffalo, will present an opportunity in which the cities of our cities may become better acquainted and more closely identified in promoting the welfare of Western New York, as our cities have much in common.

Our Merchants' Exchange will be exceedingly pleased to extend to you any courtesy at its command and extend to you the use of our rooms and any privileges we may have which will be the means of making Rochester day a banner day at our exposition.

Very truly yours,
(Signed.) F. HOWARD MASON.

The billboards of the city are receiving attention from the advertisers of Rochester day. Large bills giving a general outline as far as arranged, are being pasted thereon, while small bills and other forms of advertising are being distributed broadcast. Nothing will be left undone to make the affair a success, and if pains and money count for anything, a great army will leave Rochester on the 7th of September, and the exhibition grounds, the halls and the Midway will be like the streets of Rochester on a Saturday night, because of the similarity of the faces and the number of people.

August 29 1901
HERALD, SATURDAY

ONE WEEK AWAY

Preparations for Rochester Day Nearing Completion.

MANY SHOPS MAY CLOSE

Secretary Ives Negotiating With Manufacturers With That End in View—Letter From Buffalo Merchants' Exchange — No Band Concert on Rochester Day.

One week from to-day is Rochester Day at the Pan-American.

Thousands of people in this city are looking forward to the event with pleasure. Plans are being made for a general outing of the city and it will be the biggest "picnic" party that ever left here on a train.

As the date approaches a general feeling of anticipation is felt. Almost everyone is asking his neighbor if he or she intends to make the trip. It makes no difference whether one has already visited the Pan, the paramount question is, "Will you go on Rochester Day?"

Secretary Ives of the Chamber of Commerce stated yesterday that he believed a number of the big manufactories would close on that afternoon so as to give their help a chance to go to Buffalo. Some of the small stores, aside from the big commercial houses will be closed on that day, too.

District Passenger Agent Parry of Buffalo, representing the New York Central, was in consultation with District Agent Kalbfleisch and Secretary Ives of the Chamber of Commerce yesterday afternoon. He offered several suggestions that may be of value. Buffalo, he said, was making a great effort to royally entertain the Rochester guests.

Mr. Ives yesterday canceled the date for the band concerts in the parks that day, so that there will be no counter-attraction here.

While speaking of the band concerts Mr. Ives stated that the Chamber of Commerce is in need of money to continue the concerts during the month of September. There are five Sundays and four Saturdays in the month and it was the intention of the Chamber to give a concert on each day, making nine in all.

Only enough money is on hand to give six concerts. About $100 more is needed. Subscriptions are solicited from those in favor of continuing the amusement. Assemblyman Adolph J. Rodenbeck sent $5 yesterday to Mr. Ives to be added to the fund.

Representative Costa of the Pan-American was expected in this city yesterday with the programme which has been arranged for Rochester Day. He did not come. Director General Buchanan has told him to spare no money to entertain the Flower Cityites.

The following letter was received by Mr. Ives yesterday from the Merchants' Exchange of Buffalo:

John M. Ives, Secretary Chamber of Commerce, Rochester, N. Y.:

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Our Merchants' Exchange will be exceedingly pleased to extend to you any courtesy at its command and exteeds to you the use of our rooms and any privileges we may have which will be the means of making Rochester Day a banner day at our exposition.

Very truly yours,
F. HOWARD MASON.

ROCHESTER DAY

At the Pan-American Will be an Unbroken Flower City Display.

Rochester, Aug. 30.—Now that it is certain there will be no crowding and discomfort on Rochester day at the Pan-American to those who make the journey to the Pan-American Exposition there is little doubt but that there will be a large number of excursionists on that occasion. Trains will be run every 10 minutes commencing at 6 o'clock a. m. and be continued until all the passengers are accommodated. This system has been adopted by the New York Central in order to avoid all overcrowding. The trains will be sufficiently far apart to avoid all possibility of danger and absolute safety is assured. Rochester day will be an event long to be remembered. All Buffalo is going to take part in entertaining the people of the Flower City. There will be great games and other contests in which the officials of the two cities will take part. All who can, should swell the company with their presence on the trip so as to make the biggest kind of a showing possible for the honor and glory of our city.

ROCHESTER DAY.

Railroad Officials Doing Their Best to Make It a Success.

There is no reason to fear that the railroad people will do anything to prevent the success of Rochester day at the Pan-Am on Saturday next. Their reduction of the rate showed their wish to help it along.

They are making every effort to make the travel on that day as large as possible. They will make preparations so that the people need not fear any lack of transportation facilities, nor even any inconvenience from crowding on the trains.

There seem to be now sufficient trains on the schedule for the day to accommodate all who wish to go. The inquiry has been so large, however, that provision is being made for accommodations beyond the extra accommodations already provided, for District Passenger Agent Kalbfleisch of the Central is desirous of beating the record made by Syracuse, where 2,700 tickets were sold on the Central for Syracuse day.

As an indication of how the railroads are willing to do business on that day, the Central and West Shore will run special trains beginning at 6 a. m. and every ten minutes thereafter until all passengers are accommodated. An additional train is scheduled for 1:40 p. m. for those who are unable to leave in the morning. To those who hesitate about going the railroad ticket agents are saying that this is the lowest rate to the exposition that has prevailed or will prevail during the time it is open.

Eighteenth Concert

PUBLIC BAND CONCERT
BY
DOSSENBACH'S BAND,
THEODORE DOSSENBACH, DIRECTOR,
AT GENESEE VALLEY PARK,
Sunday Afternoon, Sept. 1, 1901,
FROM 3 TO 6 O'CLOCK.
Under the Auspices of the Rochester Chamber of Commerce.

Program. . . .

PART I.

AMERICA.
1. OVERTURE—Poet and Peasant, - - - *Suppe*
2. DANCE—Tomahawk, - - - - *Herman*
3. SELECTION—Foxy Quiller, - - - *de Koven*
4. THE NEW BORN KING—For Trombone, *Parker*
Mr. H. Herbst.
5. HUNGARIAN—Fantasia, - - - - *Tobani*
6. DOMINICALE—March Religioso (New) *Chambers*

PART II.

7. OVERTURE—William Tell, - - - - *Rossini*
8. CLARINET SOLO, - - - - - *Selected*
Mr John Phaff, Jr.
9. SELECTION—Fiddle Dee-Dee, - - *Stromberg*
10. DOUBLE QUARTETTE—
{ Praise Ye the Father. } Arr. by *Theo. Dossenbach*
{ Nearer, My God, to Thee, }
11. MEDLEY—Liner, - - - - - *Mackie*
12. "From Fireside to Battlefield," - - *Dalbey*
(Reminiscence of the War.)
Camp at Home—Roster; Crow—Church Clock—Reveille—Mess Call—March to Train The Soldiers' Farewell—By Train to Battlefield—At Scene of Battle—Union Band and Confederate Band (in distance) playing alternately—Taps Assembly—(Just Before the Battle, Mother)—Commence Firing—Cannon—The Battle—Retreat.

("Star Spangled Banner.")

When you are through with this Program, do not throw it on the Park Grounds, but in the receptacles for waste.

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American Seed Trade Association

The Nineteenth Annual Convention, Held in Rochester, N. Y. June 11, 12 and 13, 1901

A SEED sown in Chicago a year ago blossomed a full blown flower the other day in Rochester. The seed was the ballot naming Rochester as the meeting place for this year's convention; the flower was the open handed hospitality which welcomed and made each visitor entirely at home. It seemed very proper that Rochester should be the meeting place—probably more people know it as a seed town than as anything else; and could any town want more graceful or fragrant memory in the minds of American people? However, as a matter of fact rather than sentiment Rochester has many interests that lead the seed business, some of which have developed great magnitude in scarcely more than a dozen years.

A word, then, about our busy hostess, who, however, took ample time to show her most gracious side to her guests.

What Rochester Is.

It is a handsome city; its business streets are metropolitan; its residences both elegant and homelike; and it is a busy city, as these facts attest:

First city in the world in producing photographic apparatus, optical instruments, seeds and nursery stock.

It has the largest preserving establishment in the world; largest cider and vinegar establishment; largest button factory; largest lubricating oil plant.

It is the third city in the United States in the manufacture of clothing and fourth in the manufacture of boots and shoes.

In other circles it is famous for its beer and flour. In fact, it was once called the Flour City, then the Flower City, but now the Power City, and this last because the prodigal power of the twin falls of the Genesee have been partially curbed and harnessed to dynamos developing the strength of over 30,000 horses. Small wonder its people are proud of their town. Coming from a newer and less perfectly administered municipality, its cleaner streets and the many evidences of better city government, were like a Lake Michigan breeze after a week of sultry weather.

Convention headquarters were at the Powers, a well conducted, modern hotel. The meeting rooms furnished by the house were wholly inadequate and were abandoned for the spacious and elegant assembly hall of the Rochester Chamber of Commerce, which, by the way, is a model institution, ably managed by Secretary Jno. M. Ives, whose courtesy never failed to furnish any needed information. Similar organizations in other cities would find it an advantage to investigate the working of this association and adopt some of their up-to-date methods. Especially is their literature commended as models of its kind.

The A. A. representative at the convention found many friends of a year ago, and made many pleasant new acquaintances. The executive sessions were largely attended, and well directed by Pres. Albert McCullough. This was Mr. McCullough's second term; ten years ago he served in the same capacity. It is a great credit to the Seed Trade Association that such men as Mr. McCullough maintain a constant and active interest in its affairs.

The subjects discussed were all practical and were well presented by the several gentlemen assigned that responsibility. The careful attention given to them was an earnest of the spirited and intelligent discussions that invariably followed.

A singularly interesting feature was the paper by Mr. C. L. Allen, of Floral Park, N. Y., on "Facts Pertaining to Plant Life," read on Tuesday evening at the open meeting, which was largely attended by the visiting ladies. Mr. Allen is a reverent student of the divine plan in plant life and his remarks were closely followed by all present.

Wednesday was full of good fellowship; in the morning the ladies were entertained by Mrs. C. H. Vick, on a carriage ride about the city and to the State Industrial School, the domestic features of which proved especially interesting to them.

At four the entire party left the hotel on coaches for a ride which covered many points of great interest. Later in the day, the theater party and the gentlemen's smoker at the Rochester Club enabled all to test real Rochester hospitality.

But that was not all. The next day came that beautiful trolley ride through the country to Glen Haven, the boat trip to the Newport House, all of which was a splendid sauce for the bountiful dinner that waited.

The Association honored itself and Mr. J. E. Northrup by electing him President for the ensuing year. The Twin Cities of the northwest were selected for the next Convention. Other officers elected were: S. F. Leonard, Chicago, First Vice President; F. H. Ebeling, Syracuse, Second Vice President; S. F. Willard,

Union & Advertiser

SEPTEMBER 3 1901.

ROCHESTER DAY PROCLAIMED

People of Rochester Urged to Make Saturday Next a Civic Holiday.

Great Preparations to Carry Crowds Being Made on All Roads to Buffalo.

Trains to Run Every Ten Minutes Until All Who Want to Go Are Accomodated.

Additional Specials to be Run Out in the Afternoon for the Benefit of Store Employees.

Mayor Carnahan this morning issued the following proclamation by which it will be seen that he, recognizing the sentiment in favor of making Rochester day one of the days long to be remembered by the people of Buffalo, has decided to do all in his power to excite interest in the occasion. The mayor's proclamation reads as follows:

Mayor's Office,
Rochester, N. Y., Sept. 3, 1901.

To the People of Rochester:

The Pan-American Exposition in our sister city of Buffalo was inaugurated and has been maintained to further the material interests and prosperity of the American people. Citizens of Western New York should welcome any opportunity to contribute to the success of the exposition, which is so significant of the energy and enterprise of this section of the Union.

In response to public sentiment I urgently request the people of Rochester to make a civic holiday of Saturday, September 7th, in order that all may have an opportunity of going to Buffalo on that day.

Let Rochester make the greatest showing of any city in the state.

GEORGE A. CARNAHAN, Mayor.

The railroads of Rochester are making preparations to carry great crowds on Rochester Day, next Saturday. On the Central special trains will begin running at 6 o'clock in the morning. From that time on, until all the people who want to go to the Exposition City by that line have been accommodated trains will be run out of the station to Buffalo every ten minutes. Director Kalbfleisch is prepared to have a string of trains all made up reaching from the Central station to East Rochester and no train will be permitted to carry more passengers than can be accommodated. At 2:40 in the afternoon another lot of specials will be in line and all who come at that time will be accommodated in the same way trains being sent out every ten minutes until the crowd is all taken care of. Trains will leave Buffalo, Exposition grounds station, every ten minutes after 8 o'clock to bring the crowds home. Mr. Kalbfleisch says that there will be no crowding on the Central as he will have enough trains made up here when the first one starts to accommodate all who may want to go.

The Erie will start its first special at 5:30. Additional specials will stand in the yard at that time to take all who come in excess of the number that can be accommodated on the first train. The Erie will run the home trip on the same plan, trains standing ready to start at the Exposition station on the Central.

The Lehigh Valley road will also have specials waiting in its yard, so that overcrowding of trains ought to be entirely done away with on Rochester Day.

The rate on all the roads in honor of the day is $1.15 for the round trip. No doubt several thousand Rochesterians will take advantage of the low rate offered and the unsurpassed accommodations to be afforded to make a visit to the Pan-American. It is a great show, and the railroads ought to do a record-breaking business on that day.

ROCHESTER DAY

POWER CITY

QUEEN CITY

PAN- AMERICAN EXPOSITION

Saturday, Sept. 7, 1901

BELT LINE HEARING BOOKED FOR TO-DAY

Promoters of the Road Look for Little Opposition.

PROSPECTUS OF ROAD

Route to be From Monroe Avenue at City Line Out to Fairport and Back to Main Street East at the City Line.

Another hearing on the application of a proposed electric railroad for a franchise to build, equip and maintain a line is to be held in this city. To-day it is the Monroe County Belt Line Company that will ask the state railroad commission for a franchise and, as usual, there will probably be some opposition from at least one steam road. The hearing will be held at 10 o'clock this morning in a parlor of the Powers hotel. The Belt Line company has in it several Rochester men. Application for a franchise was made recently and this is the first hearing to be held in the matter. Hon. Mercon E. Lewis, attorney for the Belt Line company, will look after the interests of the proposed road.

There may be something significant in the remark made by Mr. Lewis last night when he was asked if he expected opposition from the Rochester-Syracuse line. He said that he did look for opposition from that quarter. He said there had been a hint that the New York Central would oppose the belt line route. The Central is fighting all the trolley lines, and it is not strange that the belt line is no exception. Little is expected of any opposition that the Central may raise, however, as the trolley road would parallel the steam road only a short distance.

Regarding the remark of Mr. Lewis that he looked for no opposition from the Rochester-Syracuse line, it may be that the two roads have come to an understanding, as they have been fighting each other in all the villages through which both would pass. At the various hearings before the town boards to which either one of the roads has applied for a franchise the opposing road had representatives present and fought the request.

Mr. Lewis said last night that the Rochester-Syracuse road might make use of the tracks of the belt line from Fairport to Rochester. This proposition was made to the belt line people by the Rochester-Syracuse promoters, but the belt line people did not look upon it with favor.

The prospectus of the belt line road states that the principal object in the construction of the road is to furnish cheap, rapid and easy communication between the villages of Fairport, Pittsford, Penfield and Despatch. The road as projected will pass through the town of Brighton twice, and through the towns of Penfield, Perinton and Pittsford, giving service to an aggregate population of 24,000 people. The prospectus states that there are 9,000 people living within half a mile of the proposed road.

The document states that Rochester is almost lacking in suburban sections where a person can live the entire year with easy access of the city and be employed in the city. There are plenty of pleasure resorts, but few suburban home resorts. The new road, it is claimed, would open up many such sections.

The proposed route is in the shape of a loop or horseshoe with one terminal at Monroe avenue and the city line and the other at Main street east and the city line. The village of Fairport is in the center of the loop. From the Main street terminal it is proposed to run cars on the hour and from the Monroe avenue terminal on the half hour. Thus a car would leave the Main street terminal at 7 o'clock and the Monroe avenue terminal at 7:30 o'clock, going in opposite directions round the loop. The run to Fairport each way would be made in about half an hour, and thus the village would have a half hour schedule with Rochester.

The line from the Main street terminal will pass through the northern part of the village of Fairport and through what is known as the Holland settlement. The route from the Monroe avenue terminal will be through the town of Brighton, past the yards of the Rochester Brick and Tile Company and through the settlement known as the Twelve Corners. There is a chance for a summer resort at the ravine on the Irondequoit creek. On beyond Despatch the road will run by the site of the Mechanic Despatch Transportation Company plant, where 300 men are employed.

The construction of the road will be steam-road standard, as only private

IS CERTAIN TO BE A BIG DAY

ROCHESTER TO TAKE A TRIP TO BUFFALO SATURDAY.

CITY TO SHUT UP SHOP

THAT WILL BE DONE IF MAYOR'S SUGGESTION IS FOLLOWED.

EVENTS OF THE DAY

Tentative Programme Shows Many Interesting Features — Railroads Are Preparing to Carry Thousands of Rochester People to Exposition Grounds.

There were important doings yesterday in preparations for Rochester day at the Pan-American Exposition. Mayor Carnahan issued a proclamation recommending that Saturday next be made a civic holiday, that all may be able to improve the opportunity to attend the great fair. In addition to this action, which is expected to do a great deal towards making the occasion a grand success, the general programme of the day was received from E. J. Costa, traveling representative of the exposition, by Secretary Ives, of the Chamber of Commerce. The arrangements so far made for the occasion are satisfactory to those local gentlemen having the matter in charge and their expectations of a big crowd from Rochester are to be realized, they believe.

The action of the mayor in calling upon the people to observe the day as a civic holiday will have, it is believed, a healthy influence on the size of the Rochester day crowd. With the stores and shops closed all day instead of half a day and the people free to go in the morning, instead of having to wait until the afternoon, it is believed that thousands will go where without the holiday hundreds would have gone. The mayor will request the heads of the various municipal departments to close their offices whenever practicable.

The following is Mayor Carnahan's proclamation:

Mayor's Office,
Rochester, N. Y., September 3, 1901.

To the People of Rochester:

The Pan-American Exposition in our sister city of Buffalo was inaugurated and has been maintained to further the material interests and prosperity of the American people. Citizens of Western New York should welcome any opportunity to contribute to the success of the exposition which is so significant of the energy and enterprise of this section of the Union.

In response to public sentiment I urgently request the people of Rochester to make a civic holiday of Saturday, September 7th, in order that all may have an opportunity of going to Buffalo on that day.

Let Rochester make the greatest showing of any city in the state.

GEORGE A. CARNAHAN, Mayor.

Mr. Costa was expected to come to Rochester yesterday, but Secretary Ives received an air-mail-delivery letter from him in which he said he would try to be here to-day. A rush of exposition business has prevented his arrival in Rochester before. He was due here last week. In the letter Mr. Costa sent the tentative programme that has been prepared for the day. It is not complete, but serves to give the readers an idea of what to expect. On Rochester day there will be present at the exposition Kirk's renowned band, of Cleveland, and the Salem (Massachusetts) Cadet band, and Lund's orchestra will give a concert in the Temple of Music. There will be an organ recital by Everett E. Truette, of Boston, in the temple at 2 o'clock. This musical feast, varied to suit the tastes of all, will undoubtedly prove an attraction.

In the great Stadium there will be world's championship sports and field events. Some of the best athletes of the world are to be there on Rochester day, and the games are to be numerous and varied. In the horticultural department there will be an especially handsome display of asters, and the whole display there will be such as to please the tastes of the people from the Flower city.

The life-saving crew will give a drill at 2 o'clock, and the soldiers of the regular army will go through difficult and interesting maneuvers at 6 o'clock. There will be an aquatic carnival on the lake front just in the afternoon, and the water acrobats are said to be wonderful. In the evening Pain's Fireworks Company will give a $2,000 display, reproducing in colors a likeness of Mayor Carnahan and of the Genesee falls. This display will be given immediately after the grand illumination of the grounds and buildings at 8 o'clock.

Mayor Diehl, of Buffalo, and the common council of the Rainbow city, will be at the railroad station to meet the mayor of Rochester and such other city officials as may go, together with the untitled citizens of the Flower city. Through the efforts of Secretary Ives everyone who goes to Buffalo from Rochester on Rochester day will wear a handsome white silk badge. A badge will be given with every railroad ticket purchased on any road running out of Rochester. The Chamber of Commerce is able to give the badges away because the silk, the printing and the pins with which to fasten them to the wearers were given to the chamber. The silk was given by the Sibley, Lindsay & Curr Company and Burke, Fitz Simons, Hone & Company, the pins by Beadle & Sherburne Company, and the printing by the Union and Advertiser Company.

While it is estimated that the crowds out of Rochester will be very large on Saturday and the railroads are making arrangements to meet this sort of a demand for accommodations, it is suggested that business men send into the Chamber of Commerce estimates of the number of their employees who expect to make the trip. This can be done by telephone message, postal card, or otherwise, at the convenience of the employers, but early advices are hoped for. The stationary engineers will swell the crowds some 500. The national convention now being held in this city closes Saturday and about 500 delegates and their families will make the trip to the exposition.

The railroads are getting ready for a bigger business than they have done in many a year. At 6 o'clock A. M. the New York Central will have trains ready to start and they will leave as soon as filled. Every passenger will be provided with a seat. If necessary, trains will be run every 10 minutes, for a line of them will stretch down the track to the east, and as one train is filled another will move up and take its place in the train house. There will be about twelve coaches to a train. The trains will run through to the exposition grounds without a stop. The Erie will have trains ready at 5:30 A. M., and, like the Central, they will run as often as the crowds demand, and straight through to the exposition. The 10-minute schedule will be in force if it is found necessary. The Lehigh Valley will start its first train out of Rochester for Buffalo at 5:30 A. M., and there will be three trains before 8:30 A. M. The Rochester special on the Central will run in two sections, the first at 7:30 A. M. and the second at 1:40 P. M.

READY FOR THE INVASION OF BUFFALO

Herald Sept 4, 1901

Rochester Is Ready to Go in Such Force to the Pan-American Exposition on Saturday That All Other Days Will Will Sink Into Comparative Insignificance--The Programme.

It will be no ordinary occasion when the people of Rochester swoop down upon the neighboring tribe of Buffalo. This will be one of the events of the new century; something to be remembered for years and told to the children of the present generation who may be too late to participate.

Saturday next will be the date of the excursion, and it will not be necessary to paste it in your hat, because it is already imprinted on the cerebellum of all patriotic Rochesterians. There have been many kinds of days at the Pan-American Exposition. Various states and cities, not to speak of great men and separate branches of art and industry, have been honored that way. But no other day can compare with the glories of Rochester's occupation of the show grounds. This city is so near to the Bisons that too much cannot be done to show that Rochester is very much on the map.

While Rome and Carthage had their conflicts in ancient days, it is the intention to show that there is an eternal pact of friendship between the two great cities of Western New York. There is no ungenerous rivalry. The City of Flowers and Kodaks is proud that its sister on Lake Erie is giving a great show and visitors are getting more than the value of their money every day. When the Pan-American was undertaken by its neighbors, this city was satisfied that the plan would be carried through to the magnificent success it has attained, and there was as much confidence in the result as if the work were directly in the hands of Rochester's own enterprising citizens.

Animated by these sentiments, the Rochester Chamber of Commerce is leaving nothing undone to demonstrate to the world its pride in itself and in its neighbor. The standing committees are at work, so that all the machinery of the organization is moving to make the excursion everything that it should be. Upon John M. Ives, the secretary, D. B. Murphy, chairman of the railroad committee, and J. C. Kalbfleisch, the Central Railroad's passenger representative, fall the heavier shares of the labors, and it is well that this is so, because it is doubtful if in any city could be found three men who have more executive ability to the square inch in their make-up than the three mentioned.

Mayor Carnahan has come to the front with a proclamation that will make the day a civic holiday as far as the authority of the city's chief magistrate can go toward this end. It reads as follows:

Mayor's Office,
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In response to public sentiment I urgently request the people of Rochester to make a civic holiday of Saturday, September 7, in order that all may have an opportunity of going to Buffalo on that day.

Let Rochester make the greatest showing of any city in the state.

GEORGE A. CARNAHAN, Mayor.

Mr. Costa, the traveling representative of the Pan-American Exposition was expected in the city yesterday but sent word that he was detained and will reach here today. He will then remain, co-operating with the local committee in its arrangements, until Saturday. The programme of special events for Rochester Day has been sent to the local committee by Mr. Costa. It includes the following:

Music by the Kirk Band of Cleveland and the Salem Men's Cadet Band. Lund's Orchestra will play in the Temple of Music. There will also be an organ recital by Everett T. Truette of Boston.

In the Stadium there will be a number of world's championship events.

At 2 o'clock in the afternoon the life saving drill of the United States corps will be given.

There will be an artillery drill by the United States troops at 6 o'clock.

There will be a carnival on the water and mid-summer acrobatics during the afternoon.

In the evening, after the electrical illumination, there will be a $2,000 display of fireworks by Paine. Pictures of Mayor Carnahan and the Genesee Falls will be exhibited.

The Chamber of Commerce will distribute 2,000 badges at once, giving one to each person buying his ticket. The badges are of white silk and the lettering is in blue. They are 2 1-2 inches wide by 6 inches long. The silk was donated by Burke, Fitz-Simons, Hone & Co. and Sibley, Lindsay & Curr; the safety pins by Beadle & Sherburne Co. It is expected that many will buy their tickets in advance and by wearing the badges will help to swell the enthusiasm.

While sentiment dictates the general observance of this event the committee, of course, realizes that in all excursions the element of cold cash enters, so it is believed that the round trip rate of $1.15 made for this day only will prove attractive to the people. Passenger Agent Kalbfleisch has ingeniously prepared an advertisement in which a pretty child is pointing at a sign, reading: "Yes, I am going via New York Central lines to the Pan-Am. Expo., Rochester Day, September 7, $1.15 round trip." Trains on the Central will begin running at 6 o'clock in the morning and from that time there will be a train every ten minutes as long as there are people to go on them. Mr. Kalbfleisch says that he is ready to have a string of trains from the Central Avenue station to East Rochester as it is determined that there shall be cars enough so that all may have seats. At 1.40 o'clock in the afternoon another string of trains will be started. The trains on the return will start at 5 o'clock and run every ten minutes until the crowd has been taken home.

The Erie will start its first special at 5:30 o'clock in the morning and there will be additional trains in the yard ready for all who cannot take the first one. The Lehigh will also have extra trains waiting in the yard so that there will be no overcrowding.

Secretary Ives requests that where practicable owners of factories notify him of the approximate number of employes who will go, as it will facilitate the work of the committee to have an estimate of the attendance.

[illegible] shop [illegible]
day, chal[illegible]
inspection [illegible]
Commerce with

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

Herald Sept. 5, 1901

Interesting Figures Of the Yearly Consumption and the Cost--Light, Heat and Power in the Flower City.

One chief reason for Rochester's industrial prosperity is her accessibility to the coal fields and the direct railroad connection therewith. These circumstances do not reduce the price of either soft or hard coal to as low a point as they should, but still the difference is felt so appreciably that we are able to compete here successfully in many lines of manufacture, reckoning on the saving in coal as an important cogin of vantage and a considerable item in profit. The price of soft coal varies according to the quantity used, the skill with which contracts are negotiated and freight rates secured and the quality of the coal itself. Most large consumers buy it direct from the mines and do not let in the middle man. Careful inquiry among a large number of dealers and both large and small consumers shows that bituminous coal costs on the cars at the freight yards all the way from $2.20 to $2.45 a ton and that the cost of cartage to the place of consumption averages about 25 cents per ton. The quality of coal at $2.20 is not of the best and many large consumers find it to their advantage to pay the higher price for a better quality.

According to the most carefully prepared estimates and computations made upon the basis of inquiries instituted by the Chamber of Commerce, Rochester last year consumed 643,000 tons of bituminous and 360,000 tons of anthracite coal. These figures make no account of the vast quantities of coal sent through Rochester as a distributing station or exported from the port of Charlotte. Their aggregate of 1,003,000 tons is something stupendous. A ton of anthracite coal occupies about 35 cubic feet of space, and there are about 70 pounds of bituminous coal to the cubic foot. The coal, therefore, consumed by Rochester last year would amount to 12,600,000 cubic feet of anthracite coal and 18,371,428 cubic feet of soft coal, a total of 30,971,428 cubic feet. To hold that quantity of coal would take a bin 500 feet long, 200 feet wide and 200 feet high. If spread out over the ground at a depth of two feet it would cover an area a mile long and half a mile wide or approximating the space between Main and Alexander Streets, East and Monroe Avenues.

It costs Rochester annually a quarter of a million dollars to cart her coal supply from the cars to the factories and homes of her consumers, making no account of what is paid by householders for "carrying in" coal.

The average retail price of anthracite

ROCHESTER BURNED LAST YEAR:

Bituminous coal	643,000 tons
Anthracite coal	360,000 tons
Total consumed	1,003,000 tons
Total annual coal bill about	$3,500,000

This amount would occupy in space 30,971,428 cubic feet
It would fill a bin 500 x 300 x 200 feet.
It would generate 133,333 horse power ten hours a day the year round.
It would run 250,000 arc lamps of 2,000 candle power for twelve hours a night the year round.
Continuous water power would be worth $700,000 a year.

is about $5 a ton, taking into account of the fluctuations and prices paid by large consumers. This makes our coal bill for hard coal $1,800,000 annually. Taking $2.50 a ton as the average cost of soft coal the city's manufacturers pay a coal bill annually of $1,607,500, making Rochester's total annual coal bill in the vicinity of three million and a half dollars.

As coal is cheaper here than in other places not so close to the coal fields and yet whose other conditions are comparable, that is to say the Middle West and Eastern New York and New England, by from 20 to 30 cents per ton for manufacturing coal and even more than that for hard coal, one can figure that business here starts about a quarter of a million dollars to the good on the coal bill.

The amount of coal used in generating power varies so largely with the kind and quality of machinery that it is difficult to form any estimate of the power to be generated by our coal supply. With the most approved machinery and facilities two pounds of a good quality of coal can be estimated to produce one horse power per hour, while in most factories it will average as high as four pounds per hour to the horse power. Even at this rate, Rochester's coal supply in terms of horse power would generate something in the neighborhood of 133,333 horse power ten hours a day the year around. As horse power is worth from $30 to $40 per year for a ten-hour day, taking into account not only the cost of coal, but the other items, some notion can be formed of what the city's water power would be worth were it continuous.

With continuous water power the two races would be estimated to furnish 10,000 horse power each the year around. This would make the annual value of continuous horse power $700,000, or interest at 5 per cent. on $14,000,000. Of course, every plant using water power has to have steam power to supplement it for at least half the year, and this cuts the value of the water power by more than half, as the annual cost

Accessibility to the Coal Fields Furnishes One of the Reasons for the City's Industrial Prosperity.

Rochester every year of a size approximating 500 feet long, 200 feet wide and 200 feet high, and that this annual consumption must continue indefinitely, as long as Rochester is a business and manufacturing center, and when it is further considered that four coal consumption is a mere fraction of the vast quantities consumed even in the state of New York, to say nothing of the Union, some notion may be formed of the anxiety of political economists over the continuance of the coal supply and how direful is the problem with which England is almost brought face to face already. We are told by the physicists that coal is merely the stored-up electro magnetic energy of the sun and that vast storehouses of this energy are daily being poured upon the earth from its great reservoirs of heat and light, and the coming generations may be called upon to solve the problem of harnessing the sun's energy in some form more direct than through the burning of coal. This energy is already being computed and compared with similar known terrestrial energies.

Dr. Lewis Bell recently gave some very interesting comparisons between the efficacy of sunlight and any known earth-born illuminant. In terms of brilliancies in candles per square inch his tabulation is as follows

Source.	Brilliancy.
Sun in zenith	600,000
Sun at 30 degrees elevation	500,000
Sun on horizon	2,000
Arc light	10,000 to 100,000
Calcium light	5,000
Incandescent lamp	200 to 300
Melting platinum	130
Enclosed arc	75 to 150
Welsbach	20 to 25
Kerosene lamp	4 to 5
Gas flame	2 to 3
Candle	3 to 4
Incandescent (frosted)	2 to 3
Opal shade lamps, etc.	.5 to 1

While, however, it is interesting enough to know how long before the world's supply of coal will be exhausted and others take literally "cold comfort" in determining just how many million years it will be before the sun "goes out," for the present day and generation Rochester is as well off as any portion of the country, and better off than many cities, except those in the immediate back yard of the coal fields. Whether or not her citizens get the benefit of her fortunate condition or whether the cost of her illuminants are at all commensurate with the price demanded and paid for them, are questions which the public at present is carefully investigating.

Sept. 5, 1901.
HERALD, THURSDA

MAYOR WILL GO

To Visit Buffalo on Rocheste[r] Day.

MAY SELL GATE TICKETS HERE

Secretary Ives Endeavoring to Have Tickets of Admission Placed on Sale at the Local Ticket Offices—Would Save Time If Done—Mayor Will Travel in Private Car.

Only one day more and then, well then comes the biggest outing Rochester ever had—Rochester Day at the Pan-American.

Up to the present time there has been some tinge of doubt in the minds of many that the day would not be all that it is cracked up to be but the skeptical ones have had their eyes opened wide.

Conservative estimates place the number of people who will visit the Queen City on September 7, at 15,000. Some of the enthusiastic ones think at least 20,000 will go.

If the reports from the ticket agents of the various railroads are backed up by actual facts several thousand tickets have already been sold. The sentiment seems to be infectious all over the city and a tremendous crowd is assured.

Mayor George A. Carnahan will go with the crowd. His Honor will be accompanied by a party of distinguished guests from this city. Nearly all of them will be prominent business and professional men. They will travel in the private car of John N. Beckley, president of the Toronto, Hamilton and Buffalo railroad. As yet it has not been determined on what train this car will be hitched. It may run on a special train.

Mayor Conrad Diehl and the officials of Buffalo will meet Mayor Carnahan in Buffalo and will extend a royal welcome to them. They will show them throughout the city and incidentally explain how politics is played in that town. So His Honor frmo Rochester will make the trip one of education as well as one for pleasure.

Efforts have been made to have the Common Council members and the Supervisors go in a body. Little success has attended these efforts. Quite a number of Aldermen and Solons will go but as a body there will be no united action.

Secretary Ives of the Chamber of Commerce has written to E. J. Costa, the traveling representative of the Pan-American, for permission to sell admission tickets to the exposition in this city. It is the intention of Mr. Ives to have the tickets on sale at the railroad ticket offices so that persons who go may purchase railroad transportation and tickets of admission at the same time. If this can be done it will save crowding at the exposition gates and it will give the people from this city a chance to walk right in as soon as they get there instead of waiting in line for an hour or so for tickets.

Passengers on the Central railroad can leave as early as 1.20 Saturday morning or 4.05, 4.32, 5.30, 6, 6.55, 7.13, 7.35, 7.50, 8.30, 9.42, 10.15 or 10.55 a. m., or any one of the special trains. They can leave Buffalo at 12.10, 12.30, 2.25, 4.23, 5.15 or 7.25 p. m. or on the special leaving at 1.40 p. m. All passengers will be landed at the exposition terminal.

The Erie will run trains from 5.30 o'clock in the morning. Local crews and local engines will pull the trains. As fast as one train is filled it will start. If necessary they will be run every ten minutes. The trains run direct to the exposition gates.

Band Concert.

By Dossenbach's Band at Seneca Park East, Sunday Afternoon, 3 to 6 P. M.

PART I.

America
Overture—Light Cavalry ..... Suppe
Danse Du Vaudeville—Japonica ..... Stanford
Amicitia—March, new ..... Chambers
Cornet solo—L'st Chord ..... Sullivan
F. Remington.
Waltz—Tales from the Vienna Woods ..... Strauss
Popular Songs ..... Boettger

PART II.

Overture—Zampa ..... Herold
Piccolo solo ..... Selected
Rocco V. Garramone.
Selection—Florodora ..... Stuart
Nautical Fantasia ..... Zobani
Musical episode—In the Black Forest ..... Voelker
Synopsis—Break of day; singing of birds; crowing of rooster; huntsmen's call to arise; chimes and huntsmen's horns in distance, to assemble; mount and start; call to halt and dismount as they arrive at the forest blacksmith shop; the smith at work; call to assemble; drink and sing the champagne song; mount and start; hounds scent game; firing of guns, barking of hounds, etc.; homeward bound.
Star Spangled Banner, with Wagner variations.

ENTHUSIASM INCREASING

Union Sept 6 1901

Rochester Day at Buffalo to be a Great Success.

Mayor and City Officials to Go Up in John Beckley's Private Car.

Buffalo Papers Saying Nice Things About Rochester and Rochesterians Now.

The sale of tickets and inquiries concerning trains at the various railroad offices in this city indicate that Rochester day at the Pan-American Exposition is to be very generally observed and that the roads will be taxed to their utmost to care for the people who are going to take advantage of this low rate offered and the extraordinary number of trains put on for the day. Mayor Carnahan and a number of other city officials with a number of prominent citizens will leave on one of the early trains on the New York Central in the private car of John N. Beckley, president of the Toronto, Hamilton & Buffalo road. On their arrival at Buffalo they will be received by Mayor Delhi and members of the Common Council. Officers of the Exposition Company will be on hand also and speeches will be made and the bands will play and the crowds will cheer. After that the city officials and distinguished citizens will be driven to the grounds.

The papers of Buffalo are saying nice things and presenting every handsome bouquets at Rochester on account of the enthusiasm which the Rochester Day project has caused. The Commercial yesterday said:

"When Rochester men put their heart into an enterprise things move. It is one of the most honorable distinctions of that alert and progressive community—it's ambition to do things well—a little better than others. "Thorough" might well be the Rochesterian motto if it lives up to that strenuous motto very handsomely. Buffalo and Rochester are neighbors and sisters. They have gibed and prodded and scrapped for years, in season and out, but with no more real hostility than is felt by lion's cubs in their rough gambols. And now, when Buffalo has made the greatest effort of her life and created an exposition that would adorn and glorify any city in the world, Rochester shows how deep and warm are the sentiments of mutual respect and even admiration that bind the two chief cities of Western New York together. From the beginning to this day, but especially since the completion of the exposition the appreciative interest in the undertaking shown by the Rochester press has surpassed that manifested in any other city in the country. Buffalonians have noted the fact with pleasure and will not forget it. Some day they will find occasion to return the kindness with interest. Meanwhile 'Rochester Day,' as we have said, will afford an instructive illustration of the handsome, wholehearted way in which Rochester does things. 'Watch her smoke' and let there be a grand turn-out of Buffalonians to welcome their Rochester visitors."

The official badge for the day has been issued to the railroad offices and everyone buying a ticket for Buffalo for use on Saturday will be given one free of charge. The ribbon is white with letters in blue, and the big line at the top reads "Rochester Day." Above clasped hands is "Power City," meaning Rochester, and below the hands the words "Queen City," meaning Buffalo. The seal of the Chamber of Commerce is on the badge as well as the date and the words "Pan-American Exposition." One of these badges will be given everyone buying a ticket on any road out of Rochester for the exposition excursion on Saturday.

The railroads have all made the rate for the day $1.15, thus reducing round-trip fares 35 cents. Children between 5 and 12 years will be carried for 60 cents. The trains are to run through to the exposition grounds without stop, and tickets will be good Saturday only.

Passengers on the Central railroad can leave as early as 1:20 Saturday morning or 4:05, 4:32, 5:30, 6, 6:55, 7:13, 7:35, 7:50, 8:30, 9:42, 10:15 or 10:55 a. m., or any one of the special trains. They can leave Buffalo at 12:10, 12:30, 2:25, 4:23, 5:15 or 7:25 p. m. or on the special leaving at 1:40 p. m. All passengers will be landed at the exposition terminal.

The Erie will run trains from 5:30 o'clock in the morning. As fast as one train is filled it will start. If necessary they will be run every ten minutes. The trains run direct to the exposition gates.

LATE CARS SATURDAY NIGHT

Union Sept 5 1901

Street Railway Company Ought to Be Prepared to Carry the People Home from Railroad Stations.

The street car railway company ought to be prepared on Saturday night to carry many people over its lines from the depots to their homes. Trains will be pulling out of Buffalo for Rochester from 7:30 on until all are taken out of the town. They will arrive in Rochester about two hours after the start and each depot will be crowded with people anxious to get to their homes.

It will be an easy matter for the street car company to have all the cars needed to carry the big crowds comfortably and quickly, for the number who go up to Buffalo can be easily ascertained during the day and arrangements made accordingly. Those who go on the New York Central will return that way and those who go on other lines will come back on them. It will thus be a matter of no trouble whatever to be ready for the exact number who will come at each one of the railroad stations.

Secretary Ives of the Chamber of Commerce announces that persons desiring to purchase in this city admission tickets to the exposition grounds can do so tomorrow. He had a conversation with Mr. Costa over the telephone today, and as a result of this 1,000 admission tickets will be on sale in the down-town railroad offices to-morrow, where those who desire can purchase them when buying their railroad tickets. It behooves those who want to buy admission tickets in this city to get them to-morrow morning. The tickets were sent through the Traders' Bank.

Rochester Day at the Exposition.

Rochester Day, Saturday, September 7, at the Pan-American Exposition will afford the loyal citizens of the Flower City an excellent opportunity to display their civic pride. To our shame be it said that we have not always, as a corporate body, displayed the proper amount of public spirit in reference to occasions which will tend to benefit the municipality. Here is a golden chance.

The Pan-American authorities, with unusual care, have devoted their energies to making elaborate arrangements for the entertainment of Rochesterians at Buffalo on Saturday. A large number of excellent and really special attractions have been provided, a certain portion of the day's ceremonies have been set apart for formal recognition of the visitors from the city by the Genesee and all has been done in a spirit of sisterliness and generosity on the part of Buffalo that deserves the fullest recognition.

That Rochester Day will be an eventful and profitable occasion for the city of Buffalo and the Pan-American Exposition goes without saying. That it will be inestimably more profitable to each Rochesterian and to the city as a whole, by bringing it effecively to the notice of the whole Western Hemisphere and gaining for it a much-needed advertisement, is equally certain. It only remains for our citizens to rally to the work, and that they will The Times does not doubt.

Especial credit is due to the railroads for the part they have played in making this great opportunity. Special rates have not only been accorded by every railroad running out of Rochester for Rochester Day, but extraordinary conveniences in the way of early trains, purchases of tickets, trains direct to the Exposition grounds and the avoidance of crowding on the cars are assured. The Times Sept 5 1901

It is up to Rochester now.

ER DEMOCRAT AN

ROCHESTER TO GET A MOVE ON

AND THE MOVEMENT WILL BE IN ONE DIRECTION.

TO-MORROW THE BIG DAY

THOUSANDS EXPECTED TO GO TO THE PAN-AM EXPOSITION.

ALL IS IN READINESS

Democrat Sept 6

Railroads Promise to Provide Early Trains for All Who Apply for Transportation—Ticket Offices to be Open To-night—Admission Tickets to be Placed on Sale This Morning.

The idea of celebrating one day as Rochester's own at the Pan-American Exposition has caught the fancy of the masses, and more and more does the occasion promise to be a chorough success. This has been particularly noticeable during the past few days. While at no time has there been a suggestion of failure, the way in which Rochesterians have taken hold of the matter since Labor Day is a pleasant surprise to the gentlemen having the weight of the arrangements on their shoulders. These are Daniel B. Murphy, chairman of the railroad and transportation committee of the Chamber of Commerce and Secretary Ives.

Practically all arrangements for the day are made. The mayor and city officials of Rochester will be taken direct to the exposition grounds in a private car, and will be met by Mayor Diehl and other Buffalo officials. There will be a brief wait before the curtain goes up and in the time Mayor Diehl will say things pleasant to the people of Rochester. The show will then begin, and will be on a grander scale than even the usual extensive programme of Saturdays. The expostion officials promise to do all in their power to make the day a pleasant and profitable one to the guests.

The advance sale of railroad tickets has been very satisfactory, and it is believed there will be a rush for them to-day at the city ticket offices. People contemplating going are advised to get their pasteboards early so that there will be no unnecessary delay Saturday. One thousand admission tickets to the exposition will be placed on sale to-day in the Rochester railroad ticket offices. Secretary Ives is to receive them this morning and will immediately hand them over to the railroad men. This is to be done so as to avoid congestion of people at the gates at the grounds. The price of admission is 50 cents.

The electrical display at the exposition is admittedly the finest thing of its kind ever produced. The lights are now turned on at 7:30 o'clock. H. Parry, general agent of the passenger department of the New York Central, of Buffalo, said yesterday, in speaking of the exposition, that the best place from which to see the lights turned on is the triumphal arch bridge, facing the tower. Mr. Parry was in Rochester looking after the Central's interests. A special display of fireworks is made every Saturday night. These are started at 8 o'clock and continue for a little more than an hour.

There is quite a demand for the excursion badges, and probably by to-night there will be hundreds of them on the streets of Rochester. One is given with every railroad ticket. All the ticket offices are to be open to-night until 9 o'clock to accommodate those who are to go to the Pan-American to-morrow. While the $1.15 tickets, special rates for the day, are good going and returning only on Saturday, one can purchase the $1.00 tickets, which are good for two days, or the $1.50 tickets, which hold good from Saturday to Monday, inclusive. Already parties of four and five are procuring their tickets.

By to-night the local railroad stations will have an animated appearance. The from far and near, that there may be companies have been gathering in coaches enough on hand for no matter how large a crowd, and to-night the cars will be run out and lined up so that they can be immediately attached to engines in the morning. From the New York Central station away down to the East Rochester yards there will be one long string of cars.

Strange stories come from Syracuse regarding the early departure of the crowds from that city on Syracuse day. One train load left the station filled with passengers at 3:15 A. M. There is not likely to be so early a start made from Rochester, which is eighty-one miles nearer Buffalo than the Saline city, but if anyone desires he may start before 2 o'clock. The special trains put on for the holiday crowds will be ready at 6 o'clock and the first one on each road will pull out as soon as filled. The schedule followed will depend on the demand for transportation. The Central and the Erie are prepared to run trains under ten-minute headway.

While a few days ago the excursion crowd was estimated at 3,000 to 4,000, 7,000 is the figure fixed upon now. Syracuse sent 3,400 and Rochester is expected to about double that number. The Erie road officials find some satisfaction in the fact that the condition of Main street at the St. Paul street corner makes it necessary for the trolley cars of the Lake and Monroe avenue, the South Clinton and other lines to pass their station on Court street.

The exposition grounds are opened at 8 o'clock in the morning and the first person to clamor for admission to-morrow is expected to be some early-rising Rochesterian with his lunch basket under his arm and his better half at his side urging him on to the fray. The youngsters will be in the immediate rear. The people of the exposition will be thus awakened to the fact that Rochesterians go about what they have to do while the roosters are crowing.

Stationary engineers and their wives to the number of 500 or 600 are going to Buffalo to-morrow by way of the Erie. A special train has been provided for them. The national convention of stationary engineers will close in this city to-day, and many of the delegates and their families will take this occasion to visit the Pan-American.

The Foresters of America and the Independent Order of Foresters from the courts of this city have made arrangements with the Erie to go to the exposition to-morrow. A special train leaving Rochester at 7 A. M. will carry the Foresters and will run through without a stop until the exposition grounds are reached.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

Nineteenth Concert

PUBLIC BAND CONCERT
BY
DOSSENBACH'S BAND.
THEODORE DOSSENBACH, Director.

IN SENECA PARK, EAST

Sunday Afternoon, September 8, 1901

FROM THREE TO SIX O'CLOCK

Under the Auspices of the Rochester Chamber of Commerce

Program

PART I

AMERICA.

1. OVERTURE—Light Cavalry, . . . *Suppe*
2. DANSE DU VAUDEVILLE—Japonica, . . . *Stanford*
3. AMICIZIA—March, new, ... *Chambers*
4. CORNET SOLO—The Lost Chord, . . . *Sullivan*
   MR. F. REMINGTON.
5. WALTZ—Tales from the Vienna Woods, . . *Strauss*
6. POPULAR SONGS, ... *E. Boettger*

PART II

7. OVERTURE—Zampa, ... *Herold*
8. PICCOLO SOLO, ... *Selected*
   MR. ROCCO V. GARRAMONE.
9. SELECTION—Florodora, ... *Leslie Stuart*
10. NAUTICAL FANTASIA, ... *Tobani*
11. MUSICAL EPISODE—In the Black Forest, . . *Voelker*

SYNOPSIS—Break of day; singing of birds; crowing of rooster; huntsmen's call to arise; chimes and huntsmen's horns in distance; to assemble; mount, and start; call to halt and dismount as they arrive at the forest blacksmith shop; the smith at work; call to assemble; drink and sing the champagne song; mount and start; hounds scent game; firing of guns, barking of hounds, etc.; homeward bound.

12. STAR SPANGLED BANNER, with Wagner variations.

SPECIAL FEATURES FOR
ROCHESTER DAY
STERLING AMUSEMENTS AT THE PAN-AMERICAN.
BOSTOCK'S
GREAT **ANIMAL** ARENA
The "BEST" of Them All.



Director FRANK C. BOSTOCK, "The Animal King."

Bonavita's Marvelous Performance—the Talk of the Entire Country.
Morelli's Exhibition with Leopards, Panthers and Jaguars Beggars Description.
THE HUGE ARENA TAXED TO ITS CAPACITY.
EVER INCREASING IN POPULARITY. TEN EXHIBITIONS DAILY.
A Thousand and One Features That All Go To make this
EXTRAORDINARY EXHIBITION MORE POPULAR THAN EVER.



CHIQUITA, The Doll Lady

Whose diminutive figure, dignified manner and charming personality have caused the whole world to wonder.

A Superior Attraction that should be seen by every exposition visitor.



"ESAU," The Missing Link

A creature that is so near man that all visitors are forced to believe the Darwinian theory. One of the interesting sights of the GREAT PAN-AMERICAN.

Have a Look
"The Best Show on the Midway."—General Miles.
Wild Water Sports
And Barnes' Fameus
Diving Elks.
Sensational Hunting Scene.

Wild Boar Chase.
Plunging Horses with Riders
Performing Horses and Donkeys.
The Big **25c** Show.

ROCHESTER DAY.
This COUPON and
15 Cents
WILL ADMIT YOU.
Cut this out and present it at Ticket office.

E POST EXPRESS:

SEVEN CENTS LESSON

REMARKABLE ADVANTAGES OFFERED BY MECHANICS INSTITUTE.

Young Men Can Receive Technical Instruction of High Order at a Minimum of Expense—Some of Professional Courses Open for Them.

Few persons realize the remarkable opportunities offered by the Mechanics institute to young men who intend to enter the professional world as architects and engineers. This is true not only in point of instruction but also of cost of tuition.

For instance, the finest arrangement at the institute is the night classes, especially organized for persons who are employed during the day and who could not otherwise secure the advantages offered at the institute. Tuition for the term of seven months is given at the low rate of $4. The course includes the same advantages as are offered to the regular graduating classes and instruction will be given two nights a week. The time expended in any of the courses is well invested and a deal of benefit may be acquired in a short period, from fall until spring. The courses are mechanical drawing, architectural drawing, freehand drawing, design drawing and steam engineering.

The course in electricity is given to students at $6 per year. This course is far superior in many respects to the courses taught by various schools of correspondence that charge $60 a term. Many young lads who have taken this course have more than repaid their parents for the amount outlayed by repairing electric bells and wires in their homes, besides helping neighbors.

A thorough knowledge of mechanical drawing is of great importance to all persons who are engaged in mechanical pursuits. It gives a mechanic advantages which make him thorough and secures for him better positions. The course includes geometrical and freehand drawing, machinery drawn from measurements, lettering, blue-printing, and patent office drawing.

The architectural course will not turn out professional artists but will make a person practical in working drawings of buildings, cabinet and other woodwork. The course is beneficial to carpenters, joiners, cabinet makers and architect apprentices.

Freehand drawing may be taught to persons of any age, young or old. It trains the eye more than any other study, and show form and beauty in many objects that are unnoticed by persons in everyday life. A few pencil drawings will sometimes express more than long verbal or written descriptions. Pupils are taught to draw outlines, then perspective is explained. The next step is light and shade. Gradually the pupil's talent is developed, and all may be fairly good draftsmen.

Many boys desire to be steam engineers and the course here has never been equalled. It is intended for steam engineers, firemen and all persons interested in steam engineering. The work will consist of lectures, discussions and problems on steam, boiler, engines, indicator, pumps and condensers.

The institute does not aim to turn out steam engineers, but to give persons interested an opportunity to improve and study in that line.

Secretary Stewart has arranged an entrance slip, with the classes of all the departments printed on it and at the right-hand side is a space where students may check the study or studies they wish to take up. These slips are signed by the pupil and returned to the office. In this manner every student will receive personal attention in any class or classes he may elect. The slip and catalogue are sent to any address upon application.

A popular department of the Mechanics institute is the classes in china painting. In order to accommodate the constantly increasing classes, two new kilns have been placed in the baking rooms. Mrs. Fannie Hurd Lane, who is in Pittsburg with Miss Overly, will have charge of the classes.

Practical instruction will be given in the various branches of china decoration including designing, tinting and all kinds of gold decorating, raised paste, flat gold, gold bronze work, etching, conventional work, color work in fruit, flower, and shell. Students will have every convenience at hand.

Pupils of the institute desiring athletic exercises may attend the Young Men's Christian association athletic courses at a discount of 25 per cent. of the regular fee.

President Rush Rhees of the University of Rochester has obtained advantages for his students in the manual training classes. They may take the course during the college course or as post graduate work.

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Historic Scrapbooks Collection

A CHAMBER ON ROCHESTER'S ...

Many Rochesterians Went to Buffalo But in a Sober Mood —Interest in the President's Condition Induced the Travelers to Make the Journey, Though They Had Hesitated—Heavy Trains.

Post Express Sept 7, 1901

Sobered by the shock of the great calamity which has fallen upon the nation in the shooting down of its chief executive, but reassured by the reassuring bulletins which came last night from the president's bedside, many residents of Rochester who had planned to go to Buffalo on the occasion of "Rochester day" at the Pan-American exposition started at an early hour this morning. The exodus continued up to noon.

After the news of the attempt at assassination of the president, District Passenger Agent Kalbfleisch, of the New York Central Railway company and the Chamber of Commerce committee were sorely puzzled to know what to do, in the absence of any more definite news as to the president's condition.

When a Post Express reporter called upon Mr. Kalbfleisch at 6 o'clock last night the Central's State street office was filled with people buying their tickets for the exposition.

"If the president is so seriously injured that it will be impossible to remove him from the exposition grounds, or if he should die during the night," said Mr. Kalbfleisch, "Rochester day" would undoubtedly be declared off, but until we know just how serious matters are, I do not believe it would be judicious to put a check on this popular holiday to which our people have been looking forward so long."

Reassuring Message.

At midnight there came a telegram from Buffalo's mayor whose reassuring and cheering contents, quieted the anxieties of the railroad officials and gave warrant for going on with the plans for Rochester day. The message ran as follows:

Buffalo, Sept. 6, 1901.

Mayor Carnahan:

President doing as well as could be expected. Prospects of recovery good. Fair going on. Do not fail to come with your people to-morrow.

(Signed) Diehl.

This bit of news led many to proceed, as planned.

At an early hour citizens were going in large numbers to the railroad stations. Trains that left as early as 4.30 o'clock were loaded to their utmost capacity.

Fully 200 extra passenger coaches were stored in the railroad yards to provide for the unusual crowds. The New York Central alone had about 100 extra coaches and twenty locomotives in readiness.

The local ticket offices reported a total sale of 4,000 tickets last night. Most of the offices remained open until 9 o'clock last night.

Daniel B. Murphy, chairman of the railroad and transportation committee of the Chamber of Commerce and head of the Rochester day celebration, received an invitation to go to Buffalo and attend the dinner to be given last night to the president. Mr. Murphy left on the Empire State express and was on the way to Buffalo when the president was shot down.

Early Rush for the Trains.

Many persons took advantage of the first train that left the New York Central station for the Pan-American exposition this morning, when the day was but seven minutes old. A steady stream of excursionists passed through the gates from that time as fast as the trains could be placed in position in the station. Three extra coaches were attached to the train from Clayton, which arrived at 7.50 a. m.

A number of passengers boarded the 12.07 a. m. express, No. 23, which arrived at 4.05 a. m., the two sections of train No. 29, No. 33 and No. 19 West Shore. The host of sight-seers left here on the specials consisting of six trains with ten coaches each and one with fourteen coaches.

The arrangement for handling the people were as nearly perfect as the railroad men could make them. In the departure of at least 6,000 passengers not a mishap was reported. Every car was filled to its seating capacity and then no more were admitted, and when the last special pulled out, the perspiring officials wiped their foreheads and concluded that it was a warm morning.

Groups of pleasure seekers and family parties continued to arrive at the station all forenoon. It was an uncertain day for the railroads and while many citizens went to the Queen city, a number who had intended going postponed their trip on account of the president's condition.

At the Lehigh station early this morning, the scene was almost as lively as at the Central station. Three special trains pulled out with excursionists, at 5.50, 6.35 and 8.25 a. m. Ten extra coaches were put in commission for the day.

The Erie trains were well patronized. Three trains, carrying about 900 excursionists, left the Erie station on Court street this morning, for the Pan-American exposition.

ALL ABOARD FOR BUFFALO

Rochesterians Are Now Ready for the Advance on the Pan-American City---"Rochester Day" Will Be an Event Long To Be Remembered---Tickets of Admission to the Exposition Grounds Can Be Obtained at Railroad Ticket Offices In This City To-Day---What To See on the Midway.

Clear the track for Rochester Day!

General orders have been given by the railroads, by the business men, by the manufacturer, by the employer and by the citizens to this effect.

Twenty-four brief hours and then, hurrah for the big event. There will be an exodus akin to the pilgrimages of the Islams to Mecca and Buffalo will be the Mecca of the Rochesterians. Homage will be paid at the shrine of the Rainbow City.

Arrangements have been practically completed for the day. All that now remains is for the citizens to turn out in a small army and make the crowds that have gone from other cities on favorite days look like the much talked of three dimes.

The announcement was made yesterday afternoon by Secretary Ives of the Chamber of Commerce that tickets of admission would be sold in this city at the railroad ticket offices. A bundle of 1,000 admission tickets was received in this city last night and early this morning they will be distributed to the various ticket offices.

Now anyone can purchase his railroad ticket, buy a ticket of admission to the grounds and get a badge all at once in this city. This will obviate a waste of time at the entrance gates in Buffalo and will be a great accommodation to all who wish to go.

All that is now left to be given visitors to the Pan-American Exposition, as to what they should do when they get there, what they should see, and how they should divide their time, so as to get the most for their money; but perhaps after all, the best advice is just this: take it easy and enjoy yourself. This is especially true now that the crowds have come to the Exposition and everywhere one goes about the buildings, the Midway, etc., one finds throngs of people. These crowds add to one's excitement and increase the impression that the Pan-American is a big thing, if not indeed the biggest that ever happened, in the exposition line. But to rush about in a throng of this kind and try to see everything in one day is the most foolish thing a person can do, especially if it is a hot day, and of course there is hot weather sometimes even in a cool city like Buffalo.

If one makes up his mind at the outset to enjoy himself at all hazards, whether he sees everything there is to be seen or not, and in this spirit of good humor and tolerance goes about prepared to enjoy to the fullest the really wonderful and beautiful things the Exposition presents, he is much more apt to see the Pan-American in an enthusiastic mood than otherwise.

Seeing the people at an exposition is one of the most interesting things one can do, for there is always something inspiring in great crowds, and one learns more from watching the scenes and 'sizing up' the different exhibits in human nature than even in inspecting the exhibits from the Pan-American countries, in the different buildings, interesting and instructive though these exhibitions of course are.

Some people go to the Exposition apparently determined not to enjoy themselves, except as they may find a peculiar kind of enjoyment in picking flaws in everything that is exhibited and finding fault with the management wherever there happens to be the slightest opportunity. Such people complain because the Goddess of Light does not carry a lighted torch, or because somebody has said there were half a million lights in the general illumination, when it is possible this is an over estimate; or, they think the Exposition does not amount to much because the exhibit space is smaller than at the World's Fair at Chicago, not remembering that the latter was a world's fair, while the Pan-American is confined to the Western Hemisphere, and did not set out to eclipse Chicago in mere bigness. Most visitors are free to admit that they never before saw anything to equal the Pan-American in real beauty of architecture and grandeur of night effects.

As to exhibits, it is a fair and conservative statement that never before were the Americas so well presented to human inspection by exhibits of their products, industries and civilization and if this has been achieved, the Pan-American has indeed accomplished its grand object. It is a great satisfaction to the authorities of the Exposition and an encouragement to the stockholders that the crowds are thronging to the Pan-American City and that the sense of prosperity pervades the atmosphere. Four weeks ago, when the average attendance was scarcely 50,000, it did indeed seem somewhat discouraging; but now that 70,000 or 75,000 is a record for an average day which surprises no one, everyone feels happy and convinced that the enterprise upon which the brains and energy of so many have been centered for the past two years is receiving its recognition from the public. It would indeed be wonderful if, with all the spectacles, exhibits, concerts, drills and other special attractions, in addition to the exhibits in the exhibit buildings and the works of art, and above and beyond all the magnificent illuminations, the public did not respond by a generous patronage.

The plan of having special days and special features is working with grand success. It offers an opportunity for people to come from various localities in parties, with especially low rates, and special celebrations, in their honor. Such recent days as those of Michigan, Louisiana, Hamilton and Syracuse days, which occurred during the past two weeks, have demonstrated this, as there were large delegations from all localities represented. Ceremonies in the Temple of Music, where the most gifted of orators drew upon their finest stores of rhetoric, and receptions, banquets, and social functions galore added to the zest of the celebration. With the magnificent display of pyrotechnics on the Park Lake in the evening, the Midway parties, and other features too numerous to mention, it would seem that he would be hard to satisfy who could not get plenty of enjoyment out of the Pan-American. Besides all these special features of the programme, it is planned to have in the future events of a carnival character, in which there will be very elaborate spectacular scenes.

Of course no one person could see all the things on a single day's programme; but as was stated at the beginning, the best way is to see as much as you can enjoy comfortably and let it go at that. Don't try to do as a very calculating lady did, who was accosted by an Exposition guard the other day, in the Bazaar Building. She was standing in front of one of those cases where railroad time tables are displayed for the convenience of visitors contemplating railroad travel. She had collected an armful of time tables, and apparently was not satisfied with what she had. The guard remarked:

"Madam, there is another case of time tables on the other side of the building. If you don't find what you want."

"Oh, is there?" she replied.

"Well, I will go right over and get some more. Do you know?" she said, in a confidential tone, as she pointed to the armful of time tables of all descriptions and kinds, which she carried, "I am getting every single thing I can on these grounds free, for I paid 50 cents to get in, and I'm going to get my money's worth."

SEEN ON THE MIDWAY.

Bostock's Big Show.

The continued prosperity at Bostock's Great Zoological Arena — the Pan-American Exposition at Buffalo is no doubt due to the excellence of the exhibition, it being the big feature attraction at the Exposition. The greatness of this show has spread world-wide like a contagion. It is difficult to conceive the mastery of man over the king of beasts such as shown by Captain Bonavita, the Lion Monarch. He displays some marvelous tricks with the twenty-seven lions which he has so carefully educated. Kindness is his method even when dealing with the lordly lion, the king of the brute creation.

There are many other fascinating features, appearing among which are La Belle Selica, the lady from Algiers who does a dance that is soul-inspiring, surrounded by huge denizens of the forest; Princess Brandea, the Cingalese enchantress, who gives a wonderful performance with deadly reptiles, showing what can be done with snakes by one who has studied their habits. She handles boa-constrictors, pythons and anacondas intrepidly, as if they were most harmless; Bobby Mack, the clown, and his unrideable burro "Dynamite" who seems docile enough when Bobby rides him about the mamoth steel arena, although he playfully shoots out his heels with the swiftness and force of the explosive after which he is named, but let a stranger undertake to ride the burro and no sooner is he on his back than he is sent sprawling over his head, while "Dynamite" wickedly cocks one ear over his eye and calmly looks at his victim. Madam Marie Louise Morelli, the "Queen of the Jaguars," the greatest female animal trainer in the world, gives an excellent exhibition with her troup of treacherous, blood-thirsty jaguars, leopards and panthers. They obey her every command, leaping incredible distances in mid-air, making flying leaps from side to side in the huge steel arena, also balancing themselves on large rolling globes—an act of daring and a triumph of the great French lady trainer's art.

National Glass Factory.

One of the most interesting educational exhibits of the Midway is the plant of the National Glass Factory, close to the north end of the Lane of Laughter. The institution of a fully equipped glass factory and the making of glass for commercial as well as ornamental uses is shown in all its interesting and scientific detail. Expert glassblowers with magician's skill create fairy objects of crystal before the visitors' eyes and sometimes they are given as souvenirs to those who visit the place. The rich and handsome dress made of pure white strands of fine spun glass for the famous actor, Maxine Elliott, has elicited expressions of unbounded admiration from thousands since it was placed on exhibition. The little flimy spheres of thin glass blown from long tubes and manipulated into so many beautiful designs delight everyone. The fine work of the glass cutters may be seen at this exhibit in the form of heavy bowls and other articles cut into rich and delicate patterns. All the freak creations of the glassblowers' art are made at this crystal palace, but, apart from that, the purely commercial side of the industry offers an interesting and fruitful object for study. Since it began operation the glass factory has been most liberally patronized by the sightseers and the capacity of the factory is daily taxed by those who desire to see real glassblowing and making.

The Ostrich Farm.

One of the most interesting exhibits on the South Midway, from a feminine point of view at least, is the ostrich farm. Here are seen on exhibition all the birds in this country that are bred for commercial purposes. The birds come from an ostrich farm near Los Angeles, California. This farm is said to be the first successful attempt to import and breed birds in the United States for profit.

The display, too, is one of considerable value, as each of the score of birds is worth from $300 to $500 apiece. The managers of the Buffalo exhibit own the birds, pluck them, manufacture the feathers and market the product themselves.

Some of the finest specimens of ostrich feathers ever seen in the United States are on exhibit at the ostrich farm; the beautiful feathers are a constant center of attraction for the ladies who crowd around the show cases and examine critically the display. Feathers over 24 inches in length are to be seen in the exhibit.

While scientists will be interested in the birds themselves, the hundreds of thousands of ladies who have visited the exhibit on the midway have been especially attracted to the other feature of the display which includes the manufactured product.

The birds are curious specimens of the genus, tall, awkward, ungainly, being valuable only for their feathers. Their habits are peculiar and the farm on which the birds are pastured is of sufficient size so that a very fair idea can be gained of the looks and actions of the birds on their native heath.

There is no doubt but that the ostrich farm will prove one of the attractions that will take the attention of Rochesterians on their visit to the midway tomorrow.

Johnstown Flood.

The sceneograph concession, "The Johnstown Flood" is one of the most attractive productions on the Pan-American Midway. The panorama is 100 feet long and at least 40 feet wide. The large auditorium is darkened and Johnstown is seen as it was on the morning of May 30, 1889. The celebration of the holiday is depicted and then night settles down over the city. The moon is seen coming up and a railroad train loaded with passengers dashes by. The sun soon rises and the city is astir. Trolley cars pass here and there, and soon the populace streams out upon the streets. Suddenly the sky darkens, lightning flashes and thunder rolls. The rain begins to fall, slowly at first and then in mighty torrents. All at once, without warning, a terrible roar is heard, and South Fork dam has burst. Then the indescribable wreck of the city is seen. Debris is piled high, mutilated bodies are seen everywhere, and the flames add horror to the scene. A dark pall falls over all, and for a while everything is quiet. The curtain lifts again, and Johnstown is seen as it is to-day, a thriving, busy city. The Catholic Union and Times says of this concession: "There are many shows on the Midway—some bad, others indifferent, a few really good. The Johnstown Flood is one of the best of the latter. It is really worth seeing."

A Trip to the Moon.

Frederick Thompson's Trip to the Moon is one of the most mystifying and entertaining concessions on the Midway at the Pan-American Exposition. Carrying as many as 250 passengers, the Luna, Captain Xenao Noynd, rises gracefully from her landing dock on the North Midway. Up and forward moves the airship, gaining headway with each sweep of her giant wings, until a speed is attained greater than is possible on terra firma. Faster the vessel glides along and upward, until the objects beneath become pigmy in size and the passengers realize for the first time what a voyage in an airship is like. All at once, and without warning, the airship bursts into a dark, black cloud, blinding flashes of lightning are seen, and deafening roars

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Sept 8, 1901

ROCHESTER SIZED UP BUFFALO'S BIG SHOW

Power City Crowd of 12,000 or so Put in a Day at the Pan-Am.

Attempted Assassination of President McKinley Had Little Effect on the Observance of Rochester Day, so Far as the Attendance Was Concerned—Atrocity, However, Was Plainly on the Minds of All.

"Make way for the distinguished visitors from Rochester!" bawled a Midway spieler, and the ready laughter that followed the sally showed how well the hawker had struck the mark.

It needed no badges to tell that it was Rochester day at the Pan-American Exposition, for the streets and buildings of the mighty fair were crowded with well-dressed men and women who greeted one another at every turn with the cordiality that is known only among the residents of a city of homes. It is saying much for the size of the crowd that went to Buffalo from Rochester when it is stated that the Power city excursionists made a noticeable showing amid the swarming thousands of sight-seers who visited the exposition yesterday.

It was feared that the shocking news of the attempted assassination of President McKinley would overturn all the plans that had been so carefully laid for a reception of extraordinary magnitude to the citizens whose municipal rivalry Buffalo has outgrown, but not forgotten. Late Friday night, Mayor Carnahan was informed by telegram from Mayor Diehl, of Buffalo, that the exercises of Rochester day would be carried out as originally planned, and Agent Kalbfleisch, of the New York Central railroad, went ahead with the arrangements with which he had been intrusted, for the transportation of the mayor and a party of distinguished citizens of this city, who were the guests of George Urban, of Buffalo, and traveled in a special car. It was thought best, however, in view of the condition of the nation's chief executive, to omit the formal welcome to Mayor Carnahan by Mayor Diehl, the latter's response and accompanying exercises. The musical programme in the Temple of Music, the athletic events and other scheduled features of Rochester day were carried out without undue demonstration.

The attendance at the Pan-American yesterday was 61,981, and Rochester furnished about one-fifth of that number. Eight trains had been sent away loaded before the special car containing the Urban party left the Central station at 8:30 A. M., and the supply of Rochester day badges provided by Agent Kalbfleisch had given out long before that time.

The holiday atmosphere that ordinarily surrounds crowds of excursionists was oddly subdued yesterday morning, the Central trainmen say, and a walk from one end of a crowded train to the other revealed scarcely a seat full of anxious people scanning the pages of the Democrat and Chronicle for news as to the likelihood of the president's recovery. During the day everyone stopped in front of the bulletin at the press headquarters, posted by courtesy of Manager Stephen W. Bolles, and anxiously read the latest tidings from the bedside of the wounded man.

It was thought that there would be considerable curiosity manifested by the crowds as to the exact location of the place where Mr. McKinley was shot, and it was evidently a gratifying relief to the exposition management when such a spirit was seen to be lacking in the assemblage. Of course, the shooting of the president was the topic that came most naturally to the lips of those who entered the splendid Temple of Music, but the conversation on the subject was subdued and reverential and there was a total absence of the souvenir-hunting spirit of the vandal. The guards and employees of the exposition were exceedingly discreet in their comments upon the shooting, and appeared to have been warned against talking too much. The exposition is really magnificently policed, and it is said that the management takes greatly to heart the dreadful occurrence of Friday last.

Among the guests of Mr. Urban from this city were Mayor Carnahan, Hon. Frederick Cook, Jacob Gerling, Thomas Lewis, C. J. Hissell, Matthias Kondolf, Eli M. Upton, J. Harry Stedman, W. E. Woodbury, Henry C. Brewster, Fred May, City Engineer Fisher, George W. Archer and J. N. Beckley. The party traveled in the private car of the last named gentleman.

Every Rochester person who has been able to spare the time has taken in the exposition at least once by this time. But yesterday was a special occasion, and it drew out a large number of people who were making their initial visit to the big fair. They all learned one fact, that it may be well to impress upon the low-priced wandering inhabitants of the Power City [illegible]

Darkness and Dawn.

All that is tragic and spectacular is combined in Mr. Dunnavant's Midway attraction, "Darkness and Dawn," on the Midway. Through a long corridor one reaches a reproduction of the Cafe de la Mort of Paris, which is of such interest to visitors to France's fair capital. Here amid shadows of gruesome things that flicker on the walls, bony hands that reach out from the darkness, coffins and tombstones used as resting places a menu is offered to the visitor made up of "stewed scold's tongue," "brimstone wafers," "Kentucky fire-water," etc., and the bewildered spectator is advised to eat, drink and be merry, for he will be a long time dead. Then you reach the door with the famous inscription, "All Hope Abandon, ye Who Enter Here," and like Dante you pass on into mysteries heretofore undreamed of. An underground lake is reached where Charon stands in his boat. The depths and heights of eternal darkness are all about. The flames of the lower regions blaze out and volcanoes throw sulphurous flames aloft. Only those who see can understand. Then amid the darkness comes a glow of light. Gates of mother-of-pearl are thrown open and a golden staircase leads to everlasting light. Strains of music swell on the air, flowers blossom everywhere, fragrance of a thousand blossoms is over all and this is Dawn. This scene is indescribable.

The Land of the Midnight Sun.

A very interesting Midway attraction is the electrical production, "The Land of the Midnight Sun" and the Great Fire at Dawson City. It is best described as a nine days' journey of 3,000 miles, to the far famed Canadian metropolis, Dawson City. One sees the wonders of the mysterious north, the fearful storm at sea, the beautiful moonlight on Puget Sound, the eternal fields of snow and ice, on the way to the golden Klondike. Over the dreaded Chilcoot Pass, down the majestic Yukon River, arriving at Dawson City in the grey of early morning in a blinding snow storm. See the boats plying up and down the river, and when night approaches the houses are lit up one by one, and from the tenderloin district you hear the strains of dance music, where the miners congregate every night and hold high revelry in singing and dancing and merrymaking until the wee small hours of the morning. Suddenly a cry of fire is heard above the din, the fire bells are clanging, the people are rushing blindly through the streets, the flames are seen to be leaping higher and higher, until the entire town is one mass of fire, and the romantic and picturesque mining town is entirely destroyed, as it was on the 10th day of January, 1900. All this occurs just as the Glorious Midnight Sun appears behind Mooseskin Mountains. Everything so wonderfully realistic and thrilling. These wonderful effects are all produced by the aid of 24 marvelous electrical machines and eighteen expert electricians. This is one of the real good attractions on the Midway and should not be missed.

Pan-American and Midway.
The Cora Beckwith Pavilion
North Midway, Next to Filipino Village.

THE WOMAN WHO WILL SWIM THE RAPIDS.

The World's Greatest Swimmer,
CORA
BECKWITH

Champion Trick and Fancy Swimmer of All Europe and Pan-America.

Frederic Thompson's World-Famous Production
A TRIP TO THE MOON
VIA AIRSHIP LUNA
(PAN-AMERICAN EXPOSITION)

A spectacle surpassing in grandeur all previous attempts of elusive electrical and scenic effects. Praised by more than 1,000,000 visitors. The greatest success known to the amusement world.

Street

CONVENTION OF RAILWAY MEN

OPENED YESTERDAY WITH A LARGE ATTENDANCE.

LISTENED TO PAPERS

SEVERAL INTERESTING SUBJECTS HANDLED BY EXPERTS.

BANQUET IN EVENING

Delegates and Ladies Enjoyed an Elaborate Dinner at Ontario Beach—Business and Pleasure to be Continued To-day—Notable Gathering of Practical Street Railway Men.

The nineteenth annual convention of the Street Railway Association of the State of New York was opened yesterday forenoon in Fitzhugh hall. The session was mainly given up to the reading of papers pertaining to street railway service, but the railway men took time to adopt resolutions expressing sympathy for President McKinley, condemnation of the crime of Czolgosz and desire for legislation by the federal government and the states for the repression of anarchy. President G. Tracy Rogers, of Binghamton, presided.

It was found impossible to crowd all the papers and their discussion into the morning hours, so an after dinner session was held, lasting until 5 o'clock. The ladies were given a tallyho ride about the city, visiting the parks and the lower falls of the Genesee. In the evening there was a trolley ride to Ontario Beach and the annual banquet was held on the veranda of the Hotel Ontario.

The personnel of the convention is such as to impress an outsider that the gentlemen are representative street railroad men of the state. And such is the case. The heads of many city systems are in attendance and some of those present have thousands of men in their employ. The Metropolitan Street Railway Company, of New York; the Fifth avenue line, the Brooklyn company, the Buffalo street railway, as well as the smaller cities of the states have sent their executives, and thus the papers read and discussed are of the utmost interest to the 200 or so delegates and in a lesser degree to the public.

The lower floor of the hall is pretty well filled with the fifty exhibits, covering about everything in the way of street railway appliances, from a trolley wheel to a storage battery, and from a 200-ton hydraulic-wheel press down to automatic machine stop oilers, all of which are valued at $15,000. There are several Rochester exhibits, one of the most noticeable being Captain Ruggles's rotary snow plow. The exhibits are under the charge of F. D. Russell and a committee of Rochester men.

The convention was called to order at 9:30 o'clock by President Rogers, and about the first action taken was the adoption of the resolutions of sympathy for President McKinley.

In beginning his address President Rogers referred to the attempted assassination of President McKinley. Continuing, he said, regarding street railroad business:

"The street railroads of this state have carried during the past year over one billion passengers. The net earnings from operations are the same as for the year previous, 2.0155 per passenger. There seems to be considerable development in the freight and express business of trolley roads. The increase in this state of this class of receipts during the past year was nearly $50,000 over the previous year. While there is a considerable increase in the floating and funded debts of the street railroads of the state during the past year, there is a decrease in the amount of interest paid for the same period, which indicates an increased confidence on the part of investors and consequently we are now able to borrow money at a much reduced rate.

"A number of certificates have been granted by the board of railroad commissioners, among which are the Buffalo, Niagara Falls & Rochester Railway Company to build from Rochester to Lockport, Buffalo and Niagara Falls; also, Genesee & Orleans Railway Company, to build from Batavia to Lake Ontario; the Syracuse, Skaneateles & Moravia railroad, to build from Moravia through Skaneateles to Syracuse; the Golden Bridge Electric Railroad Company, to build from Golden Bridge to Danbury, Conn. They have now before them for consideration many propositions for long inter-urban lines, among which are an application of the Rochester & Eastern Rapid Railway Company, to build from Rochester through Canandaigua to Geneva; the Lyons & Sodus Bay electric railroad, to build from Lyons to Sodus Bay on Lake Ontario; the New York & Port Chester Railroad Company, to build from the end of the underground tunnel in New York at about One Hundred and Twenty-ninth street and Third avenue, through Mt. Vernon and Port Chester to the state line of Connecticut.

"The success of the inter-urban trolley roads has opened up a new field for the promoter. A number of the proposed interurban franchises now in their hands are purely speculative. It would be a detriment to inter-urban development to give life to the hopeless and worthless propositions, but this association is needless as

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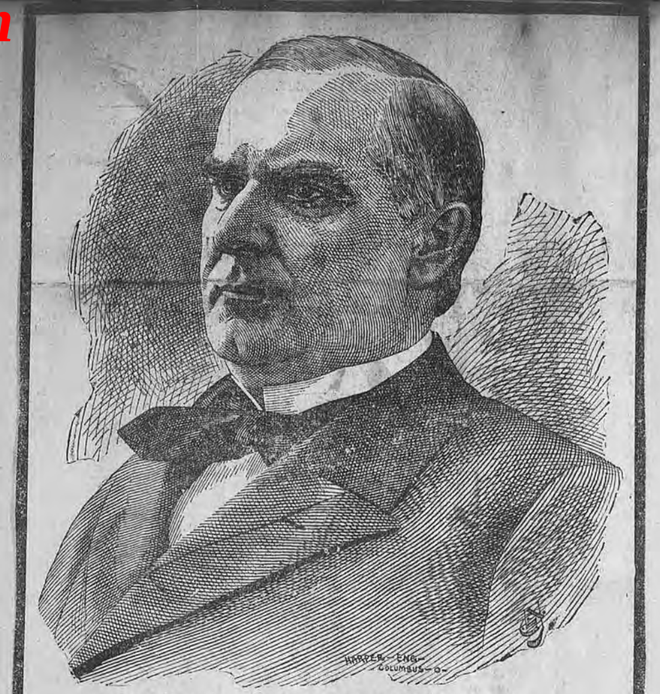

WILLIAM McKINLEY,

Twenty-Fifth President of the United States.

BORN JANUARY 29, 1843. DIED SEPTEMBER 14, 1901.

WILLIAM McKINLEY.

Sitting in the sack cloth and ashes of inconsolable grief, with tears in her heart and overflowing from her eyes, America to-day mourns the death of her noble, beloved, martyred son and president, William McKinley.

Cheered by a week of steady improvement since those fatal shots were fired, without a depressing note during all that time in the bulletins of his physicians, the nation dismissed its anxiety and fears and, with glad hearts, anticipated the near day when, with thanksgiving and rejoicing, with waving flags and pealing bells, it would celebrate his restoration to health and duty.

Alas! That happy day will never come. The great heart and eloquent lips which were to respond to those greetings from his countrymen are now forever hushed and silent. The light of those eyes which flashed only with intelligence and kindness is darkened. The manly form which, but a few days ago stood erect and vital with hope and power before a mighty assemblage that listened with delight to his statesmanlike utterances, is now cold and still beneath the enfoldment of the shroud.

How can those who have admired and loved him for many a year at such an hour as this speak in measured language of his noble and heroic career? For William McKinley's virtues and powers were known to some long before they became obvious to the masses of his countrymen. There are flash-light events and incidents that sometimes just for a moment throw a blaze of revelation into a heart or a life, and those who catch such glimpses know that man forever more. Such disclosures have been made of him whose departure we now deplore.

As a youth he thirsted for knowledge, and with rare devotion and diligence gave himself to the work of acquiring it. But the sound of rolling drums was in the land. The Union and the cause of freedom, objects of his passionate love, were in peril, and when but a stripling of 18 years he shouldered a musket and marched away to take the part of a hero in many a memorable battle. Victory crowned the true banner of the republic and the young warrior came home to resume his studies and then to offer his heart and hand to the sweet and beautiful woman who has been the object of as chivalrous and unselfish love during all the years since then as ever fell to the lot of wife and mother. To-day she sits overwhelmed in the shadow of an awful calamity upon the skirts of which we can only bow our heads and pray that the Father of us all may comfort and support her stricken heart.

The public career of William McKinley is now closed and will always remain among the priceless treasures of the republic's annals. As a lawyer, as a prosecuting attorney of his home county, as a member of congress and the recognized leader of one of the most important economic policies that ever became an issue in our national politics, as governor of his native state, and finally, as president of the United States twice chosen by emphatic majorities, this master in the art of statesmanship has stamped the mark of his personality indelibly upon the pages of American history. More than that, he has wrought that personality into the very thought and life of the nation. Largely this unique and pervasive influence was due to the happiest combination of temperament, principles and character. President McKinley's was a cheery and hopeful nature. He could not believe in failure or defeat. He inspired others with his own hopes and determination to win. Never was there greater folly in the judgment of character than the notion some professed to entertain that he was merely the plastic instrument of others. Behind a genial manner, the courtesy and chivalry of a gentleman born to life's sweetest charities and kindnesses, there was a large, sagacious brain and a will of tempered steel that conceived their own purposes and methods and pursued them to the end.

But at the foundation of all was a character golden in its purity and staunch as the granite rocks. William McKinley was no bigot or ascetic. Broad and tolerant in his sympathies he judged the privileges and pleasures of life with a sane and open mind. But he was firm in his convictions and, when once they had been distinctly formed, never shrunk from either their publicity or their consequences. A Christian man and the member of a great church which proclaims high ideals of faith and conduct, he permitted no adverse criticism from without or within to impair his allegiance on the one hand or swerve him from his own personal sense of privilege or duty on the other.

Such was the man, and far more than can be shown in this outlined sketch, whom this nation has lost. This may not be the time or place to assign him his rank among presidents; but we may be sure that the impartial historian, taking account of all that he was in himself and of all that he has done, will crown him with some of the brightest laurels that adorn the name and memories of America's greatest sons.

Brave and loving heart, farewell! The world has stood, hushed and tearful, in your presence as you descended to the shore where the boatman awaited your coming. They saw your parting from her whom your own strong and tender arm can no longer sustain, and then listened with a beating heart as your receding voice, tuned to the music of other spheres than ours, commended her and your own passing spirit to the tender mercies of an infinite Father.

PASSING OF THE NATION'S LOVED CHIEF

Last Hours at the Bedside of the President.

Touching Scenes as Mrs. McKinley and the Relatives and Friends Bade a Sorrowful Farewell—The Patient Courageous to the Last.

Milburn House, Buffalo, N. Y., Sept. 14.—President McKinley died at 2:15 A. M.

The members of the family, with the exception of the bereaved wife, were at the death bed. Mrs. McKinley was in an adjoining room. Dr. Rixey was the only physician present.

The immediate cause of the president's death is undetermined. His physicians disagree and it will possibly require an autopsy to finally fix the exact cause. The president's remains will be taken to Washington and there will be a state funeral.

Vice-President Roosevelt, who now succeeds to the presidency, may take the oath of office wherever he happens to hear the news. The cabinet will, of course, resign in a body and President Roosevelt will have an opportunity of forming a new cabinet, if he so desires.

Washington, Sept. 14.—The official announcement was received at the White House at 2:35, and is as follows:

"Buffalo, September 14th.

"Colonel B. S. Montgomery,

"Executive Mansion, Washington:

"The president died at a quarter past 2 o'clock this morning.

"GEORGE B. CORTELYOU."

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steam, for soon the aerial vessel passed out of sight.

What is to be congratulated upon having an able board of railroad commissioners, which is alert, wise and painstaking in its administration and oversight over our affairs. The large number of inter-urban roads which are now pushing their way through the country is a favorable commentary on the growth of the electric railway industry. The modern street railway is no longer a tramway. It installs the heaviest tracks, employs large and commodious cars and runs them into the country upon well ballasted and thoroughly constructed tracks, in many instances, on its own right of way and in many cases at nearly as high speed as the steam roads.

"The modern inter-urban road should be well equipped and, where the traffic will allow, double-tracked on its own right of way, at as near a minimum grade as possible. In many instances these features have been recognized by the trolley roads and much of the work now under way and contemplated is equal to first-class steam railroad construction. This class of work leads to public comfort, confidence and financial stability. The inter-urban road builds cities and towns, makes travel a pleasure, is conducive to good health, helps to correct the morals and to benefit the public in general. This growth of long suburban and inter-urban lines carries with it the promise of a new and great public usefulness and certain new needs and responsibilities which must be carefully studied and considered."

Rochesterians are interested in the question of street railroad paving, of which President Rogers said:

"The decision of the court of appeals in Conway vs. the City of Rochester, holding that the general law requiring street railroads to pave, in all cases, between their tracks and two feet outside, was varied by previous special legislation and could not be changed by any municipality, notwithstanding such obligation would be prohibitive of any future railroad construction and was destructive of the value of many street surface railroads. The legislature recognizes the fact that the street railways in small places cannot afford to build and operate a railroad and also pave the streets, and has very wisely amended section ninety-three of the railroad law, which now permits the question of paving and percentages in cities of the third class, towns and villages, to be adjusted between the street railroads and these municipalities by contract. It is the duty of the officials in these municipalities to treat the small roads in the midst with liberality and fairness.

"The city or town may apparently lose revenue that might be collected, but would it not gain, though indirectly, in allowing the roads to expend their money, otherwise paid to the city, in expanding its system and improving its property and service, thereby increasing the value of real estate by the extension and development of the street railway? Population and increased valuation will follow the trolley car. Many times the municipal officials are over zealous in their efforts to exact other unjust provisions from street railroad companies. Much care should be displayed in accepting new franchises which are unfair and unworkable in their terms. In many instances the propositions and terms suggested in these franchises are not only ridiculous, but fatal to the corporations which undertake to build upon them."

President Rogers suggested that the tread of travel on city streets be reversed, so that the cars would pass to the left instead of to the right, and that the passengers alighting would see their left hand instead of the right to steady themselves, and would find themselves facing to the front instead of to the rear when they reached the pavement. They would have the right hand for parcels. "This is the custom in England and Canada, and if this radical change could be brought about in this country I believe it would be of great value to our street railroads in preventing accidents."

An exhaustive technical paper on "Track Bonding" was read by Alfred Green, master mechanic of the Rochester Railway Company.

Charles H. Barnes, of this city, electrical expert for the state railroad commission, read a paper on "Brakes for Electric Cars." C. E. Roehl, electrical engineer of the Brooklyn Rapid Transit Company, took for his subject "Storage Batteries." Other papers read were: "The Use of Series Boosters in Connection With Street Railroads," William J. Davis, Jr., General Electrical Company, Schenectady; "General Track Construction," E. H. Parke, engineer maintenance of way, Brooklyn Rapid Transit Company; "Third Rail Inter-urban Railways," Maurice Hoopes, electrical engineer for J. G. White & Company, New York; "Accidents," Mr. Patterson, Metropolitan Street Railway Company, New York.

As told, the business session extended into the afternoon. At 2 o'clock tallyhos were drawn up at the Powers hotel, the headquarters of the delegates, and the visiting ladies were taken about the city and the interesting points shown them by a committee of Rochesterians. At 10:30 o'clock there had been an informal reception in the hotel parlors for the ladies. Over in Pitshugh hall the delegates sat throughout the afternoon and listened to a discussion of the treatment of street railroad employees. This was led by H. H. Vreeland, president of the Metropolitan Street Railroad Company, of New York, and participated in by E. G. Connette, second vice-president of the Syracuse street railroad system; Mr. Root, of New York; Beatley Brookley and W. Carl Ely, of Buffalo.

By special invitation Colonel Ashley of Brooklyn, chairman of the state railroad commission, joined in the discussion of the day in a general way. Colonel Ashley paid a high tribute to the electric railway and its possibilities, saying he thought the time was coming when the annual mileage would surpass the steam mileage. He said that the ladies had listened to more than they ever heard at a state convention before, and that great good could not fail to result from the existence of such

VIA
(PAR
A spectacle surpass
trical and scenic effects,
greatest success known

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Invitation to concert
Postponed on account of death of President McKinley

PUBLIC BAND CONCERT
BY THE
54th REGIMENT BAND,
F. A. ZEITLER, Director.
AT SENECA PARK, WEST,
Sunday Afternoon, Sept. 15, 1901,
FROM 3 TO 6 O'CLOCK
Under the Auspices of the Rochester Chamber of Commerce.

Program. . . .

PART I.

1. MARCH—Trojan League, - - - *Sam. Hamilton*
2. OVERTURE—Morning, Noon and Night, *Von Suppe*
3. TROMBONE SOLO—Toreador's Song, (Carmen) Mr. Henry Galvin. *Bizet*
4. SELECTION—Foxy Quiller, - - - *De Koven*
5. WALTZ—Rolling Waves, - - - - *Tobani*
6. MEDLEY—Popular Texas, - - - - *Boetiger*

PART II.

7. MARCH—Peace Forever, - - - - *Jos. Lacalle*
8. OVERTURE—Queen of Autumn, - - *Carl Bigge*
9. (a. SONG—The Palm and the Pine, - - *Cortesi* (Words by T. T. Swinburne.)
   (b. INTERMEZZO—Cavalleria Rusticana, *Mascagni*
10. SELECTION—The Rounders, - - *Englander*
11. WALTZ—Singing Girl, - - - - *V. Herbert*
12. AMERICAN FANTASIA, - - - - *Bendix*
Tone Pictures, North and South.

When you are through with this Program, do not throw it on the Park Grounds, but in the receptacle for waste.

CHAMBER OF COMMERCE ACTS.

Resolutions Adopted at a Meeting Held Yesterday Afternoon.

Many prominent business men of the city attended the meeting of the executive committee of the Chamber of Commerce held yesterday afternoon. Owing to the absence of President A. P. Lamberton, the meeting was called to order by Lewis P. Ross. He nominated Court of Appeals Judge William E. Werner to act as chairman. The choice was unanimously made.

Judge Werner paid a grand eulogy to the memory of the dead President, reviewing his life briefly and expressing deep sorrow for the stricken widow. Mr. Ross then offered this resolution:

"We meet to-day, in the shadow of the great tragedy which spreads over the entire world, to give some slight expression of the profound sorrow which we feel for the death of President McKinley. A great and good man, filling the highest position in the gift of our people, and having earned the position by his splendid ability and his conscientious and supremely wise administration of all the various positions which he has so ably and honorably filled, has been stricken down in the fullness of his strength. Intelligent, cultivated, courteous, refined, forceful and manly, he made a friend of everyone with whom he came in contact. No man in our country was ever more universally beloved and respected, and this man, in a time of profound peace, has been stricken down by the hand of an assassin, and we have only the memory of his noble life and his splendid achievement left to us but they will never die, and the influence of his wise administration of the affairs of our nation will grow and increase as the years roll on and he will stand as the one grand figure marking this great epoch in the history of our country, which our people will carry lovingly in their hearts for all time to come.

"Mingled with our sorrow is a feeling of intense indignation at the growth in our midst of an organization whose avowed object is to subvert all our most cherished institutions, to destroy all law and order, and whose dogma includes the assassination of such men as our martyred President, and while he would do nothing in haste or revenge, it behooves us as citizens, who love our country and its institutions and are proud of the individual liberty and protection of property under our laws, to move vigorously and firmly toward the enactment of such measures as will exterminate the monster which threatens the life of our country and shows its terrible purpose by such acts as this which has plunged our land into mourning at this time, and to teach in no uncertain tones that our government is a government of law and that under our laws the rights of all persons and property must and shall be respected.

"This was adopted in connection with the resolutions of love and respect for President McKinley.

L. P. Ross, in the absence from the city of President Lamberton, called the meeting to order and nominated Judge W. E. Werner as chairman. Judge Werner made brief eulogistic remarks of the life of the late president, and he was followed by President Rhees, who took up the subject of anarchy and intimated that something would have to be done. These men, he said, were coming to this country where our fathers and fathers' fathers fought for Christian liberty, and that they should not be allowed to undermine it all. Something should be done to rid ourselves of this great evil. Charles P. Ford paid high tribute to the dead president, and said that it seemed that the loss had been almost personal. L. L. Stone followed with remarks about President McKinley.

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Upon his home, his character and great qualities I may not dwell here. The nation knows it too well. It is best summed up in the thought that came to the slayer of Duncan, and which in all ages and with the lips that so often spoke words of sound counsel at the right cheer as applied in death.

"He hath borne his faculties so meek, hath been so clear in his high office, that his virtues will plead like angels trumpet-tongued against the deep damnation of his taking off."

This court has been convened here in accordance with the statute; the lawyers are here and the jurors and witnesses ready, to proceed with the public business. But it is also a time of profound mourning throughout this broad land and throughout all the world in every civilized nation. I think I speak within bounds when I say that although Judge, lawyers, jurors, witnesses and attendants are here to dispatch the public business, that their thoughts are with that train that is bearing the last mortal remains of our president to Washington, and to-morrow will be with the thousands who will assemble at Washington from all over the land to pay their last respects, and on the next day they will be at Canton, and on Thursday, the day which the president of the United States, the governors of every state and the mayors of every city have publicly declared to be a day that we abstain from all secular business and spend in penitence and prayer, they will be at the tomb of the president. That day rounds out the week of mourning. Do I ask too much upon behalf of the members of the bar, upon behalf, I think, of all citizens who admired the president, abhor the crime and deplore the awful tragedy, when I ask that the trial term of this court, under this extraordinary situation, take a recess until one week from to-day?

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Will be Held Thursday Afternoon at Central Church.

A SERVICE FOR ALL

Without Regard to Religious Creed or Politics—Will be Under Auspices of Chamber of Commerce—Two Overflow Meetings.

A general civic memorial service will be held in the Central Presbyterian Church Thursday afternoon, under the auspices of the Rochester Chamber of Commerce. All religious denominations and the public in general are cordially invited to attend. There will be two overflow meetings, one held in the old auditorium and the other in the Alling class room, with accommodations in all for 4,000 people.

The trustees of the Chamber of Commerce met yesterday afternoon at 4 o'clock, and by unanimous vote the meeting was decided upon. Rev. Algernon S. Crapsey, representing the Protestant clergy of the city, was present, as was also Dr. Rush Rhees, of the Rochester University. During the morning the pastors had held a meeting and Rev. Mr. Crapsey was delegated to attend the meeting of the trustees of the Chamber of Commerce and ask them to hold the general meeting on the afternoon of Thursday, which has been set aside by President Roosevelt for prayer and memorial services. The trustees had met for the purpose of adopting resolutions on the death of President McKinley.

The several church denominations are to hold meetings in the morning, and it is intended that this afternoon service shall be a general one, at which time all politics and differences in religious shall be laid aside as the resolutions adopted by the clergy state, "and that laying aside all differences, we may unite in a common expression of our common grief."

The meeting yesterday afternoon in the Chamber of Commerce was largely attended by representative business men of the city, members of the chamber. The occasion was a solemn one. Several of the gentlemen took occasion to eulogize the martyred president and speak of his statesmanship and the love that the people had for him. One of the features of the meeting was the adoption of resolutions condemning anarchy and stating that "It behooves us as citizens who love our country and its institutions, and are proud of the individual liberty and protection of property under or laws, to move vigorously and firmly toward the enactment of such measures as will exterminate the monster, which threatens the life of our country and shows its terrible purpose by such acts as this which has plunged our land into mourning at this time, and to teach in no uncertain tones that our government is a government of law and that under our laws the rights of all persons and property must and shall be respected."

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Preparations Made for Joint Memorial Service—Resolutions.

The members of the memorial and executive committee of the local Grand Army of the Republic assembled in the rooms of the superintendent of the court house, Colonel Henry S. Redman, last evening, to take action on the death of President McKinley. Colonel Redman presided. It was announced that arrangements had been completed for a joint memorial service to be held at 7:30 o'clock, Thursday evening, at the Central Church, which all comrades are invited to attend. The members of the Women's Relief Corps of the grand Army of the Republic, the Sons of Veterans and their Ladies' Aid Society, and the Spanish War Veterans were also cordially invited to participate in the services. Rev. Dr. Stebbins, who placed his church at the disposal of the veterans for the evening, and Hon. William A. Sutherland will deliver the memorial addresses. All the Grand Army of the Republic posts will meet at the court house at 7 o'clock, Thursday evening.

ALDERMEN HONOR PRESIDENT'S MEMORY

Resolutions Adopted at Special Meeting Yesterday.

AN ELOQUENT TRIBUTE

Rising Vote Was of Unusual Solemnity—Copy of Resolutions to be Entered on Minutes of the Next Regular Meeting.

A special meeting of the common council, called at the direction of President Edgerton, was held yesterday afternoon to take suitable action on the death of President McKinley. The council at its last regular meeting adopted resolutions expressive of its horror over the shooting and the hope for the president's speedy recovery, which was so confidently expected at that time.

When the aldermen assembled yesterday, there was a very noticeable change in their demeanor, compared with that shown last week when there was none but favorable news from Buffalo. Yesterday they were filled with grief too deep for utterance outside of what was expressed in the resolutions adopted.

President Edgerton stated the purpose of the meeting briefly, apparently unwilling to trust himself to speak at length because of his emotions, and the silent action of the aldermen as they arose to vote for the adoption of the resolutions, was mournfully eloquent.

"Gentlemen," said the president, "it was a sad duty which compelled me to call you together to-day, but it was appropriate that we should take some action on the death our beloved president, representing as we do all sections of the city, which is now sharing the sorrow that has overwhelmed the country and the world."

Alderman Plumb moved the appointment by the president of a committee of three to prepare the resolutions. The committee named consisted of Aldermen Plumb, Casey and Marson, who, after a short recess, submitted the following:

The common council of the city of Rochester, assembled in profound sorrow at the bereavement which has been visited upon the nation in the death of its beloved president, would record the following expression of its grief and sympathy:

The true manhood and womanhood of America mourns to-day. The great heart of its beloved president has ceased to beat. The light of those eyes which flashed only intelligence and kindness is darkened. The manly form, which but a few days ago stood erect and vital with hope and power before a vast assemblage that thrilled with approval to his statesmanlike utterances, is now cold and still; the lips that so often spoke words of sound counsel at the right cheer are sealed in death.

The cruel, unprovoked and unpardonable crime of an assassin has again sent a thrill of shame, of horror and just indignation through every household in the land. For the third time in the history of the republic the national sky has been blackened and the national good name befouled by lawless and cowardly assassination or the chief magistrate.

William McKinley was one of the grandest combinations of heart, brain and conscience beneath the American flag. Both his public and private life were without stain. His courage, his patriotism and his high sense of honor were proven not alone on the battlefields of the republic, but in the fearless discharge of every public duty. From the struggles of his early years to the consummation of his highest ambitions, he illustrated the glorious possibilities of American citizenship. Such a life and such a character will be treasured forever as one of the most sacred possessions of the American people.

As we contemplate his gentle and affectionate nature, his unaffected love for his countrymen, the simplicity and nobility of his life, his unvarying courtesy and cheerfulness, the conviction grows that if there was one man in all our eighty millions, of whom every man among us should be proud and toward whom every American citizen should have felt a warm glow of good fellowship and kindness, that man was William McKinley.

Perhaps more than any of his predecessors, for a generation, at least, he possessed the confidence and esteem of men of all parties and of all creeds and beliefs. They saw in him a man of wise conservatism and of unimpeachable fidelity to the loftiest ideals of public duty. Having behind the wisdom and success with which he had conducted the affairs of his great office through the trying period of a foreign war, they relied in absolute confidence upon his ability to guide the destinies of the republic along the paths of commercial prosperity and toward a larger and grander development of national life. He was in truth

The pillar of a people's hope,
The center of a world's desire.

Man of fire and dew, farewell. Your body was mortal and must return to earth. But the inspiration of your noble, Christian manhood will endure forever.

The sweet and beautiful woman who sits overwhelmed in the shadow of an awful calamity has our tenderest sympathy.

Our fellow citizens, sorrowing as with a sense of personal loss and viewing with appreciation the possible consequences of this foul deed, we would remind

"God reigns and the government at Washington still lives."

On Alderman Plumb's motion, the resolutions were directed to be entered upon the minutes of the next regular meeting, and a copy will also be sent to the secretary of the late president.

Mayor Carnahan will direct that all city offices be closed on Thursday, the day of the funeral of President McKinley.

WATER IN RIVER HIGH.

Figures Show That This Season Has Been a Remarkable One.

The flow of water down the Genesee River this year has been far in excess of any previous season. Figures are made daily at the Court Street dam and have been preserved for years. They are kept on file in the City Engineer's office. Assistant Engineer Norman R. Lewis made an examination of the records yesterday and was unable to find a date in any former year when there was as large a flow of water as in the corresponding date for 1901.

Mr. Lewis made the following comparative table showing the figures for the first of each month of this year as compared to last:

	This year.	Last year.	Ft. higher This year.
April	244.69	244.31	.09
May	241.26	240.71	.55
June	245.15	241.95	3.20
July	242.10	240.55	1.55
August	241.25	239.65	1.60
September ..	242.75	240.90	1.85

The figures for yesterday are 242.75, which are 1.5 feet higher than the corresponding date of 1900, 3.2 feet higher than the corresponding date of 1899, 2.47 feet higher than the same date of 1898, 3.5 feet higher than the same in 1897, 3.54 feet higher than 1896 and 3.57 feet higher than September 17, 1895.

ASKED TO REMAIN.

Chamber of Commerce Trustees Present Resolutions to Vacuum Oil Company.

At a meeting of the trustees of the Chamber of Commerce, held yesterday afternoon, resolutions were passed asking the Vacuum Oil Company to remain here. This action was taken in view of the talk of removing the plant to the Atlantic seaboard or to Olean.

Vice-President C. M. Everest said that the resolution would have some effect as voicing the sentiment of the people of the city. However, the question is one of serving the best interests of the company, which may be done better by moving the plant. The talk of removal arose among the directors after the recent fire, which will necessitate the rebuilding of a large part of the plant.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

THOUSANDS WILL HONOR THE MARTYRED PRESIDENT

Programme of Services in the Churches To-morrow.

Work of Draping Business Places and Private Residences in Mourning—Business Will be Generally Suspended To-Morrow—Union and Separate Services in the Morning and Three Great Union Services at Central Church in the Afternoon—Grand Army Services at Central Church in the Evening.

Again all day yesterday and far into last night the work of draping the city in mourning for the martyred president went on, and by the close of to-day one will doubtless search the business portion of the city in vain to find any place of business which is not more or less conspicuously decorated with symbols of grief.

Some of the mourning decorations, particularly on the principal streets, are very elaborate, while others are more simple; but, elaborate or simple, they are all the spontaneous evidences of appreciation of the loss which has come to everyone who is worthy to bear the name of American. The oldest residents of the city can recall no occasion where the evidences of mourning have been so universally exhibited, even on occasions of the death of distinguished citizens of Rochester.

The work of decorating the homes of the city, so conspicuous on the preceding day, also continued actively yesterday, and in many residence streets not a single home can be found without some outward evidence of the universal grief of the people.

Additional preparations were made yesterday for the memorial services to-morrow, in which all of the Protestant churches will take part, either with separate services, as in the case of the Episcopal churches, or in union services.

The union services and separate services will be held at 11 o'clock in the morning. All of the Presbyterian churches on the East Side of the river will unite at the Third Presbyterian Church. The Presbyterian churches on the West Side will unite at the Brick Presbyterian Church, and the Baptist churches at the Lake Avenue Baptist Church. The programmes of exercises are given elsewhere.

All of the Methodist Churches of the city will unite in a memorial service at the First Methodist Episcopal Church at 11 o'clock to-morrow morning. The principal address will be by Rev. Edward Locke, D. D., pastor of the Delaware Avenue Methodist Church, Buffalo, who officiated at the services held at the Milburn house. An overflow meeting will probably be held in the chapel.

In the afternoon at 3 o'clock three great union services will be held at the Central Presbyterian Church; one in the new auditorium, one in the old auditorium and still another in the Alling class room. Programmes for these services are also given below.

In the evening services will be held at the Central Presbyterian Church, under the auspices of the local posts of the Grand Army of the Republic. Other war veteran associations and members of the various women's corps will participate.

In order that the lessons of the pure, patriotic life and sublime death of President McKinley may be impressed upon the minds of the youth, services will be held at each of the public schools of the city. These services will be simple in character, but none the less impressive. In most of the schools short, appropriate addresses will be delivered, either by the principals or by others to whom the duty may be assigned. In many of the schools the teachers have, during the earlier days of the week, led the minds of the scholars to contemplation of the worthy example placed before them, and all the youth of the land, by the patriotic citizen whose body will be consigned to earth, at his home in Canton to-morrow.

While concerted action in the matter of the closing of places of business to-morrow has necessarily been confined to organizations of business men in different branches of industry, there is every indication that business generally will be suspended throughout the city. Already action has been taken by several classes of business, and doubtless the example will be followed by others to-day. Individual action may be also relied upon in hundreds of cases, and it is therefore safe to announce that very little secular business will be transacted on the day devoted to the funeral of the president.

The Afternoon Services.

As a result of a meeting of clergymen of all denominations held at the Chamber of Commerce rooms yesterday morning, it was decided to hold their services at the Central Presbyterian Church at 3 o'clock to-morrow afternoon.

An identical programme for the three services was presented by Rev. A. S. Crapsey, and adopted, as follows:

Responsive reading (telegram and condolence).
Reading of Isaiah 51, verses 3 to 11.
Hymn, "O God, our help in ages past."
Address, "Our Duty in the Present Trial of Affliction." (Speaker to be selected).
Hymn, "Our country, 'tis of thee."
Address, "Our Duty in the Present Trial of Affliction." (Speaker to be selected).
Congregation chanting verse beginning "I heard a voice."
Hymn, "Nearer, my God, to Thee."
Prayer.
Hymn, "Lead, Kindly Light."
Doxology.
Blessing of peace.

One of the services will be held in the large auditorium and will be under the direction of Rev. Dr. M. Landsberg and Rev. Dr. A. S. Crapsey. Dossenbach's orchestra will be present.

The meeting in the old auditorium of the Central Church will be in charge of Rev. Dr. H. H. Stebbins and Rev. Dr. W. C. Gannett; Dr. Crapsey will have charge of the music, with Professor George W. Walton as musical director.

The third meeting will be held in the Alling class room of the Central Church, and will be in charge of Rev. Dr. Sankey and Rev. Dr. Nelson.

Programmes for the three meetings will be prepared and 5,000 printed, under the direction of a committee consisting of Rev. Dr. Crapsey and Secretary Ives, of the Chamber of Commerce. The committee on special invitations consists of President Lamberton, of the Chamber of Commerce; L. P. Ross and Rev. A. S. Crapsey, D. D.

The detailed programme or the three meetings is as follows:

In the Central Church auditorium:
Clergymen in charge of services: Rev. Max Landsberg, D. D., Rev. Algernon S. Crapsey, D. D.
Speakers: Rev. Rush Rhees, D. D., LL. D., subject, "The Life and Services of William McKinley."
Hon. William E. Werner, subject, "Our Duty as a People Under the Present Trial of Affliction."
Anthem, "Blessed are the Dead," sung by Rev. L. C. Washburn, D. D.
Benediction.

The music in the auditorium will be in the care of the organist and the choir of the Central Church.

Programme for the service in the Sunday-school auditorium:

Clergymen in charge of the service: Rev. W. C. Gannett, D. D., Rev. H. H. Stebbins, D. D.
Speakers: Hon. Arthur E. Sutherland, subject, "The Life and Services of William McKinley;" Rev. C. A. Barbour, D. D., subject, "Our Duty as a People Under the Present Trial of Affliction."
Anthem, "I Will Lay Me Down in Peace," by the choir.
Benediction.

The music in the Sunday-school auditorium will be in charge of the organist and the choir of St. Andrew's Church.

The programme for the services in the Alling Class room is:

Clergymen in charge of the service: Rev. H. H. Stebbins, D. D., Rev. L. Banks Nelson.
Speakers: Rev. Irving B. Bristol, subject, "Life and Services of William McKinley;" Charles R. Gilbert, A. M., subject, "Our Duty as a People Under the Present Trial of Affliction."
Benediction.

The music here will be in charge of the organist of St. Peter's Church.

Each of the three services will close with the singing of the doxology by the congregations, led by the choirs.

The judiciary, federal, city and county officials, together with President Lamberton and the four ex-presidents of the Chamber of Commerce, L. P. Ross, C. P. Ford, Henry C. Brewster and H. B. Hathaway, will occupy seats on the platform in the new auditorium of the church. Places will be assigned to them from tickets bearing their names. Seats will be reserved for the clergy in the front of each auditorium.

The committee having charge of the three meetings is: L. P. Ross, chairman; Rev. A. S. Crapsey, D. D., A. B. Lamberton, Rev. S. Banks Nelson, Rev. H. H. Stebbins, D. D., C. P. Ford, Rev. William C. Gannett, D. D., Rev. Max Landsberg, D. D., Rev. J. P. Sankey, P. V. Crittenden, L. L. Williams, Rev. Clarence A. Barbour, D. D., Henry C. Brewster, F. L. Clayton, Rev. F. D. Leete, Rev. L. P. Coddington, A. Luecher and John M. Ives.

Rev. Dr. Crapsey and Secretary Ives were appointed a committee to have charge of having printed 5,000 souvenir programmes. These will be printed in purple and distributed among the three meetings. The Chamber of Commerce distributes them. An unanimous vote of thanks was given the pastor and the trustees of the Central Church for granting the use of the church for Thursday afternoon. The decorations of the three service rooms will be taken in charge by the chamber.

All the Methodist Churches.

The Methodists of this city will commemorate the life and death of President McKinley in a service that will be worthy of the nation's dead, and which will derive great additional interest from the fact that the chief speaker will be Rev. Charles Edward Locke, D. D., the distinguished Buffalo divine who officiated at the services held in Milburn house, Buffalo.

The father of Dr. Locke was, in other years, the dearly-loved pastor of Mr. McKinley. Dr. Locke himself is an orator of national reputation, and is the pastor of the Delaware Avenue Church, which is the great church of Buffalo Methodism.

The services will be held in the elegant new auditorium of First Church. It is well known that Mr. McKinley has always been a most devoted member of the Methodist Church. This fact, combined with the fact of the presence of the clergyman who officiated at the funeral services in Buffalo, will make this service one of conspicuous interest. Colonel N. P. Pond will preside at the meeting.

All the Methodist churches will unite and services previously announced for Glenwood and Asbury churches have been abandoned. As it is very doubtful if the auditorium will hold the people that will wish to attend this service, arrangements will probably be made for an overflow meeting in the handsome and commodious chapel. Further particulars of this service will be announced to-morrow.

At the Brick Church.

All of the Presbyterian churches on the west side of the river will unite in a memorial service, to be held at the Brick Presbyterian Church at 11 o'clock to-morrow morning. Rev. Dr. Taylor, pastor of the Brick Church, will deliver the principal address and all the pastors of the West Side Presbyterian Churches will participate in the services. A special programme of music has been prepared.

Following is the order of services:

Organ prelude.....Mrs. Louis E. Fuller
Quartette.
Invocation, closing with Lord's Prayer
Rev. George D. Miller, presiding.
Hymn No. 673.....Rev. Albert Evans
"Savior When in Dust to Thee."
Scripture lesson.....Rev. J. F. Sankey, D. D.
Quartette.
Prayer.....Rev. Peter Lindsay, D. D.
Hymn No. 555.....Lead, Kindly Light."
Rev. William J. Hallock.
Memorial address—Rev. Wm. R. Taylor, D. D.
Hymn No. 554.....Nearer, My God, to Thee."
Rev. George D. Miller.
Benediction.....Rev. H. H. Stebbins, D. D.
Postlude (organ).....Mrs. Louis E. Fuller

East Side Presbyterians.

The Presbyterian churches on the east side of the river will unite in the McKinley memorial service, at the Third Presbyterian Church, at 11 o'clock Thursday morning.

Union Baptist Services.

The different Baptist churches of the city will hold a union memorial service at the Lake Avenue Baptist Church at 11 o'clock Thursday morning. Rev. Dr. Donald MacLaurin, of the Second Baptist Church, will deliver a brief address. All of the Baptist clergymen in the city will be present.

Other Church Services.

Christ Church will make special preparations for the service on Thursday, at 11 o'clock.

Memorial services will be held in St. James's Episcopal Church at 3 o'clock Thursday afternoon. Rev. Francis C. Woodward officiating.

Divine service will be held in the Church of the Epiphany on Thursday, at 11 o'clock.

Memorial services will be held in St. Andrew's Church on Thursday, at 11 A. M., and will consist of portions of the burial service and of the holy communion. There will be no sermon. An offering will be taken to be given to a national committee for a memorial to the late president.

A memorial service in honor of our deceased president will be held at St. Luke's Church, Thursday morning, at 11 o'clock. In the absence of the rector, Dr. Converse, the assistant, Rev. G. R. Brush, will officiate.

Memorial services in honor of President McKinley will be held at 11 o'clock Thursday morning in the Church of the Ascension, on Augustine street, Rev. G. T. LeBoutillier officiating.

Memorial services will be held at the Synagogue Beth Israel, Leopold street, Thursday, at 10 A. M. Rabbi Ginsberg will speak.

Union memorial services will be held in the First Evangelical Church, Hudson avenue, at 10:30 o'clock A. M. The congregation will unite with above congregation. Rev. J. Eberling, presiding elder of the Syracuse district, officiating in the German language, and Rev. W. H. Stauffer in the English language.

A memorial service in honor of the deceased president will be held to-morrow morning, commencing at 10:30 o'clock, at St. John's Evangelical Lutheran Church, Joseph avenue, corner Buchan park.

The service which was to be held in the Glenwood Memorial Church to-morrow at 11 o'clock has been abandoned. Instead the congregation will unite with all the Methodist churches in the service to be held at the First Methodist Church, which will be conducted by the Rev. Charles E. Locke, of the Delaware Avenue Methodist Episcopal Church, of Buffalo, who conducted the services over President McKinley's remains in Buffalo.

Owing to the grand civic ceremonies that are to be held Thursday afternoon at the Central Church the memorial services planned at the Third Presbyterian Church Sunday afternoon have been withdrawn. But there will be a union service of the East Side Presbyterians Thursday morning at the Third Church at 11 o'clock.

The Public Schools.

It is the desire of the members of the board of education and Superintendent of Schools Gilbert that, as far as possible, the pupils of the public schools should participate in to-morrow's memorial services. It is realized that the character and example of the martyred president should be impressed upon the minds of these embryo American citizens, and that the occasion of President McKinley's funeral should be made a mournful and, at the same time, instructive memory.

Appropriate exercises will be held to-morrow morning in every public school in this city. No general programme has been prescribed, but the exercises have been left to the discretion of the principals and teachers. Wherever there is an assembly room the scholars will be assembled in a body, while in other school buildings such arrangements will be made as is most convenient.

In a general way the exercises will consist of brief addresses, singing of the hymns "America" and "Nearer, My God to Thee," with such other exercises as may be determined upon by the principals and teachers. The exercises will be held at 9 o'clock in the morning, and at their close, school sessions will be suspended for the remainder of the day.

The Suspension of Business.

In accordance with the proclamation of Governor Odell, business of all kinds will be largely suspended in this city to-morrow, out of respect to the late President McKinley.

Resolutions were adopted at the meeting held at the Chamber of Commerce yesterday morning recommending a general compliance with the request in the governor's proclamation.

All of the city and county departments will be closed to-morrow, and the federal building will be closed after 10 o'clock in the morning. No public business will be transacted at the postoffice after that hour.

The banks of the city will be closed on Thursday and no exchanges made at the clearing house on that day, out of respect to the memory of the late lamented President William McKinley. All negotiable instruments falling due on Thursday, September 19th, will be due and payable on the next succeeding business day, Friday, September 20th.

The clothing dealers of the city have adopted the following:

Out of respect to the memory of our beloved president we, the undersigned, will not open our places of business on Thursday, September 19th.

D. M. GARSON.
McFARLAN CLOTHING CO.,
UNION CLOTHING CO.,
STRAUS BROS.,
I. HICK SONS,
NATIONAL CLOTHING CO.

The Builders' and Contractors' Association held a meeting at their rooms yesterday morning, and adopted a resolution to suspend work to-morrow. The resolution requested all builders and contractors to also forego work on the day of the president's funeral.

In accordance with the proclamation of the president of the United States and his governor of New York state, the Baker management will close the theater Thursday afternoon, the day of President McKinley's funeral. The evening performance will be given as usual.

The wholesale grocers held a meeting yesterday and voted to remain closed all day Thursday.

The master barbers of the city will close their shops at 12:30 o'clock to-morrow and remain closed for the day, out of respect to the memory of the late President McKinley.

WORKS WILL REMAIN.

Pleasant Sept. 19, 1901.

Vacuum Oil Company Has Decided to Rebuild in Rochester.

Rochesterians in general will rejoice to know that the Vacuum Oil works are to be retained in Rochester. This decision was reached yesterday, and Vice-President C. M. Everest, of this city, received a telegram from New York city telling him that the other directors at their meeting yesterday had approved the recommendation that he had made, that the buildings be rebuilt.

After the fire on the morning of August 29th, there were rumors that the works would be removed from Rochester, and when Vice-President C. M. Everest returned from Europe a few days later he partially substantiated this rumor, saying that for some time the directors had seriously considered the matter of transferring the works from this city to Olean and the Atlantic seacoast. A major part of the works were taken to Olean several years ago. Mr. Everest said that the directors would have to consider the cost of rebuilding and taking the works from here, and that their decision would be reached before long. A good part of the business of the company is foreign, Mr. Everest said, and for this reason the question of removal had appealed very strongly to the directors.

The directors are Hiram B. Everest, president of the company, C. M. Everest, vice-president, and three New Yorkers. Yesterday they held a meeting in New York and considered the report that the vice-president had made, accompanied by figures as to the cost of removal or rebuilding here. The Rochester Chamber of Commerce had adopted resolutions deploring the removal of the works and asking the directors to decide in Rochester's favor, and yesterday this resolution was laid before the directors.

The result was the receipt of a telegram by C. M. Everest to the effect that his recommendation that the works be rebuilt had been approved. Mr. Everest was greatly pleased at the result.

The fire of the 29th of August destroyed the shipping house with its contents, and the roof of an adjoining building. It threatened the entire works. Mr. Everest said last night that the cost of rebuilding the shipping house and repairing the adjoining building would be about $10,000. This work will be done at once.

The Vacuum Oil Company is one of Rochester's biggest concerns, and is believed to rank next to the Eastman Kodak Company in advertising the city throughout the civilized world. There are some fifty warehouses scattered about the world, to which the products of the Rochester plant are sent, and thus Rochester becomes widely known.

THE PEOPLE IN MOURNING

Every Class Will Unite in Tribute to Dead President.

Eloquent Speakers Will To-day Tell the Story of the Manly, Upright Life and Sublime Death of William McKinley—Programmes of Memorial Services in the Various Churches—All Classes of Business Will be Suspended,

THE MEMORIAL SERVICES.

11 A. M.—At First Methodist Episcopal Church; union services of all of the Methodist Episcopal churches in the city. Principal address by Rev. Charles Edward Locke, D. D., of Buffalo.

11 A. M—Brick Presbyterian Church; union services of all of the Presbyterian churches on the West Side. Principal address by Rev. William R. Taylor, D. D.

11. A. M.—Lake Avenue Baptist Church; union services of all of the Baptist churches of the city. Principal address by Rev. Donald D. MacLaurin, D. D.

11 A. M.—Third Presbyterian Church; union services of all of the East Side Presbyterian churches.

11 A. M.—Separate services in each of the Episcopal churches in the city.

10:30 A. M.--Union Memorial services by First Church and Calvary Church of the Evangelical Association at the First Church on Hudson avenue. Address in German by Rev. J. Eberling, and in English by Rev. W. H. Stauffer.

10 A. M.—Memorial services at the State Industrial School. Principal address by Rev. P. T. Lynn.

10 A. M.—Memorial services at Synagogue Beth Israel, Leopold street. Address by Rabbi Ginsberg.

3 P. M.—Memorial services in the new auditorium of the Central Presbyterian Church. Principal addresses by Rev. Rush Rhees, D. D., LL. D., and Hon. William E. Werner.

3 P. M.—Memorial services in the old auditorium of Central Presbyterian Church. Principal addresses by Hon. Arthur E. Sutherland and Rev. Nelson Millard, D. D.

3 P. M.—Memorial services in Alling Class room of Central Presbyterian Church. Principal addresses by Rev. Irving B. Bristol and Charles E. Gilbert, A. M.

7:30 P. M.—Memorial services by the Grand Army of the Republic and kindred organizations at the Central Presbyterian Church. Principal address by Hon. William A. Sutherland.

7:30 P. M.—Union Memorial services by the German and English Lutheran churches at Zion Church, Grove street. Addresses in both the English and German languages.

9 A. M.—Memorial services in all of the public schools of the city.

With one accord, and with a singular disregard of nationality or class, the people of this city have manifested the intention of putting aside their ordinary business and avocation, and uniting in a tribute of respect to the dead chief magistrate.

On no other occasion of national mourning has this suspension of business been so widespread, and the people will gather en masse in their places of worship; some in unified service and others separately, but all in genuine mourning for the departed.

Wherever the people are assembled the farewell hymn, the hymn which was last on the lips of the dying president: "Nearer, My God, to Thee," will be sung, and eloquent tributes will be paid to the worth of the departed. And through all of these solemn services there will be a prayer that comfort greater than that of earth will be vouchsafed for the cherished wife, whose grief is the grief of a nation.

Methodist Union Services.

A memorial service, in which all the Methodist churches of the city will unite, will be held in the First Methodist Church at 11 o'clock. This service promises to be of special interest, inasmuch as the Rev. Dr. Charles Edward Locke, of Buffalo, who officiated at the obsequies of President McKinley in Buffalo, accepted an invitation to be present and deliver the address of the occasion. Dr. Locke's father was a Methodist minister who was at one time Mr. McKinley's pastor, Colonel N. P. Pond will preside at this service. The order of service will be as follows:

Organ prelude.
Special selection by male quartette.
Responsive reading, conducted by Rev. Curtis G. Hoop.
Prayer, by Rev. Dr. Isaac N. Dalbey, presiding elder of the Rochester district.
Scripture lesson, read by Rev. Thomas Carduff.
Hymn, "Nearer, My God, to Thee."
Address by Rev. Charles Edward Locke, D. D.
Selection by male quartette.
Prayer, Rev. Edwin P. Olmstead.
Hymn, "America."
Benediction, Rev. George M. Harris.

East Side Presbyterians.

The congregations of these East Side churches will unite in the memorial services at the Third Presbyterian Church at 11 o'clock A. M. Third Presbyterian, Memorial Presbyterian, Second Reformed, Calvary Presbyterian, South Congregational, East Side Presbyterian, St. Peter's. The programme of services follows:

Organ prelude.....Gollmast
Hymn, "For All the Saints Who Prove Their Labors Best".....
Anthem for a double quartette—"Lord, Thou Hast Been Our Refuge"
From under Bach's "Mighty Fortress"

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

Response—"Sleep Thy Last Sleep"..... Hamby

Among the visiting clergymen will be Rev. T. Harwood Pattison.

The Baptist Churches.

All of the Baptist churches of the city will unite in a memorial service at the Lake Avenue Baptist Church at 11 o'clock this morning. Rev. Charles A. Barbour, D. D., will preside. The principal address will be made by Rev. Donald D. McLaurin, pastor of the Second Baptist Church. The Scripture lessons will be read by Rev. J. W. A. Stewart, pastor of the First Baptist Church, and Rev. Charles H. Moss, pastor of the Park Avenue Church, will offer prayer. Professor Fisher, the organist of the church, will preside at the organ.

On the invitation of Rev. Dr. Barbour, the pupils of the seventh, eighth and ninth grades of public schools Nos. 6, 7, 30 and 33, will attend and occupy seats reserved for them in the gallery.

West Side Presbyterians.

At 11 o'clock this morning the congregations of all of the Presbyterian churches on the west side of the river will hold a union memorial service at the Brick Church. This is the programme of services:

Rev. George D. Miller, presiding.
Organ prelude.....Mrs. Louis E. Fuller Quartette.
Invocation, closing with Lord's Prayer .....Rev. Albert Evans
Hymn No. 673—"Savior When in Dust to Thee".....
Scripture lesson.....Rev. J. F. Sankey, D. D.
Quartette.
Prayer.....Rev. Peter Lindsay, D. D.
Hymn No. 365—"Lead, Kindly Light".....
Memorial address—Rev. William A. Hallock.
Hymn No. 690—"Nearer, My God, to Thee".....
Benediction.....Rev. George D. Miller.
Postlude (organ).....Mrs. Louis E. Fuller

Central Church Auditorium.

One of the three memorial services at the Central Church, at 3 o'clock this afternoon, will be held in the new auditorium, where the following programme will be observed:

Clergymen in charge of services: Rev. Max Landsberg, D. D., Rev. Algernon S. Crapsey, D. D.

Speakers: Rev. Rush Rhees, D. D., LL. D., subject, "The Life and Services of William McKinley."

Hon. William E. Werner, subject, "Our Duty as a People Under the Present Trial of Affliction."

Anthem, "Blessed are the Dead," sung by Rev. L. C. Washburn, D. D.

Benediction.

The music in the auditorium will be in the care of the organist and the choir of the Central Church.

Sunday School Auditorium.

Another union memorial service will be held at the Sunday-school auditorium of the Central Presbyterian Church at 3 o'clock this afternoon, with the programme which follows:

Clergymen in charge of the service: Rev. W. C. Gannett, D. D., Rev. H. H. Stebbins, D. D.

Speakers: Hon. Arthur E. Sutherland, subject, "The Life and Services of William McKinley."

Rev. Nelson Millard, D. D., subject, "Our Duty as a People Under the Present Trial of Affliction."

Anthem, "I Will Lay Me Down in Peace," by the choir.

Benediction.

The music in the Sunday-school auditorium will be in charge of the organist and the choir of St. Andrew's Church.

In Alling Class Room.

A third memorial service will be held in the Alling class room, of the Central Presbyterian Church, at 3 o'clock this afternoon, with the programme here given.

Clergymen in charge of the service: Rev. H. H. Stebbins, D. D., Rev. L. Banks Nelson.

Speakers: Rev. Irving B. Bristol, subject, "Life and Services of William McKinley."

Charles R. Gilbert, A. M., subject, "Our Duty as a People Under the Present Trial of Affliction."

The music here will be in charge of the organist of St. Peter's Church.

The Episcopal Churches.

Memorial services will be held in each of the Episcopal churches at 11 o'clock this morning. Offerings will be taken for a national memorial to the late President McKinley, in accordance with the suggestion of Rev. Dr. Crapsey.

Other Services.

According to the plan agreed upon by Episcopal clergy of this city, memorial services for President McKinley will be held at St. Paul's Episcopal Church this morning at 11 o'clock, instead of in the afternoon, as formerly announced. It will consist of funeral service and Holy Communion. Rector will officiate. The full choir will sing. A special original anthem, composed by Edward Walker, the organist, will be sung by Mrs. Hooker, the contralto soloist.

First Church and Calvary Church, of the Evangelical Association, will unite in memorial services at the First Church on Scio avenue this morning at 10:30 o'clock. Rev. J. Eberling, presiding elder of the Syracuse district, will officiate in the German language, and Rev. W. H. Meyer in the English language.

A memorial services will be held in the German and the English Lutheran Churches in Zion Church, Grove street, tonight at 7:30 o'clock. Addresses will be delivered in both the English and the German language. Owing to this service the tri-monthly meeting of the Luther League of Rochester, which will be held in St. Paul's Church, Pittsford, will be postponed until Friday.

Meeting of Italians.

The Italian residents of the city will hold a meeting in memory of President McKinley at Clinton hall, No. 372 Clinton avenue north, at 8 o'clock this evening. An address will be delivered in Italian by Rev. J. Vallo, and there will be addresses by other prominent Italian and American speakers. The committee in charge of the meeting consists of John Roncono, Damiano Tagline, Tony Formicola, Leon E. Vallutto, Pasq Rutmndo.

Change at Park Avenue.

The service which had been announced for [illegible] will be held at the Park Avenue Congregational church. It has been decided to attend the union services of all the Baptist churches of the city, at the Lake Avenue Baptist Church, at 11 o'clock this morning.

The Grand Army Meeting.

At the Central Presbyterian Church, at 7:30 o'clock this evening, McKinley memorial services will be held, under the auspices of the Grand Army posts of the city. The Association of Spanish War Veterans, the Sons of Veterans and the woman's auxiliaries and aid societies of all of the veteran associations have been invited to participate. The principal address will be by Hon. William A. Sutherland.

The Public Schools.

Services in memory of the late President McKinley will be held in all of the public schools at 9 o'clock this morning. In all the hymn "America," and President McKinley's farewell hymn, "Nearer, My God, to Thee," will be sung, and addresses will be delivered by the principals and others. The exercises will close promptly at 10 o'clock.

At school No. 26 an address will be delivered by Rev. John L. Caughey, pastor of Memorial Church.

At No. 18 school this programme will be given:

Prayer.
"Onward, Christian Soldiers."
Tribute—Ninth grade.
"Lead, Kindly Light."
Tribute—Seventh grade.
"America."
Tribute—Eighth grade.
"Nearer, My God, to Thee."
Pledge to the flag.
Recessional—"Onward, Christian Soldiers."

Suspension of Business.

President H. B. Guilford has announced that all of the drug stores in the city association will close between the hours of 1 and 6 o'clock this afternoon, in memory of the late President McKinley.

The Main and State street saloon keepers will close their places of business from 2 to 5 o'clock this afternoon.

The city railroad ticket offices will be closed all day to-day. Business will be done at the passenger station ticket office.

President Schleyer, of the Butchers' Association, has requested that all meat markets be closed at noon to-day, for the remainder of the day.

The Hebrew merchants of Front street will make no sidewalk displays during to-day, and all business will be entirely suspended after 12 o'clock.

Rochester Grocery Company Closes.

At a meeting of the Rochester Grocery Company, held Tuesday, it was decided to close the thirty-three retail grocery stores composing the company at 2 o'clock to-day, in honor of the dead president.

A National Memorial.

Episcopal clergymen of the city have taken steps towards the raising of a national fund to erect a memorial to the late president. An offering will be taken to-morrow in the Episcopal churches for this purpose. Rev. A. S. Crapsey, of St. Andrew's Church, said yesterday: "Realizing that such a national fund will undoubtedly be started soon, we thought this a fitting opportunity to contribute our share towards it. The gifts which may be received in our churches to-morrow will be turned over to such a fund as soon as a central committee shall be appointed to take charge of it."

The Hancock Volunteers.

The members of the Hancock Volunteers held a memorial service in honor of the deceased president at their headquarters in the Front street city building last evening. The speakers were Captain M. T. Morse, A. J. Thomas, Lieutenant G. E. Pease. The H. V. Quartette rendered several selections. Among others "Nearer, My God, to Thee" and "Our Country 'Tis of Thee."

Resolutions were passed calling on the representatives of the people in congress to provide laws that will drive anarchy out of this country.

First Fraternal Regiment.

The First Fraternal Regiment has accepted the invitation to act as the escort to the Grand Army of the Republic, the

PUBLIC HERITAGE
Sept. 20 1991

Left by the President to the American People.

THE LESSONS OF HIS LIFE

Rev. Irving B. Bristol Pointed Out McKinley's Character in His Own Utterances — Remedies Suggested by Superintendent Gilbert for Stamping Out Anarchy.

There were few eyes in the Alling Class room that were not molistened by a tear during the President's memorial service yesterday afternoon. The exercises was conducted in a simple, reverential manner by Rev. Dr. J. P. Sankey of the United Presbyterian Church. The musical part of the service was under the direction of the organist of St. Peters' Church and the accompiments were played by an orchestra.

Rev. S. Banks Nelson of St. Peter's Church offered prayer and the supplication went to the hearts of his hearers. The first speaker was Rev. Irving B. Bristol of Hedding Methodist Church, who said in the course of his address: "The character of Mr. McKinley is a public heritage and the influence of his life will long be felt by the people as a national blessing. You will remember that both his Presidential campaigns were educational. In the first his name became a household one for the people read his life. During the four years of his first term we realized that all the promises of his life had been kept; that he was the kind of man we expected; all that we dreamed he would be. Honorably he came up to our ideal of what the President should be!"

"Now after four years and six months in the Presidential chair he is taken away and almost every man, woman and child in the whole world, I may say, is familiar with his career. On the record of such a man, standing as our ideal of American manhood, we love to linger. It is my opinion that the true picture of McKinley may be found in his own utterances, in his public addresses and in his words as recorded in those last days at Buffalo.

"This man's life was passed in large measure for the good of others. He was essentially unselfish, always thinking of others. Look at him as he was falling after that fatal shot, when his life blood was going out, when the pain must have wrenched every nerve. At that moment he gazed at the wretch who had caused all this and who was writhing in the hold of is captors, trying to break away in order to shoot again at the President. Let no one hurt him, was the President's request. It seemed to come out of the calmness or the man of Calvary. It was this character of Mr. McKinley that enthroned him in the hearts of the American people, his gentleness, his loveableness.

"When he was being carried out of the building where he met his death blow; there was not a man who did not consider it an honor to wait upon him; to serve him, to do anything to save him discomfort or pain. The President said that he was sorry to have been the cause of inconvenience to the authorities of the exposition. Here again we see how kindly considerate of others was the man. As we reflect on this character we are led to the reflection of the Holy Wit, that he who would be chiefest must first be the servant of others.

"We are a nation of homes. The sweetest memories that we have are clustered about our firesides. Thank God that we had for our President an ideal husband and father. When he was told of his first nomination he took his mother and wife to his arms, kissing both. Were not the influences that made his life dear to the American people due to the presence of this mother and wife in his home. When the cares of life almost exhausted his strength he still found time to minister to his wife. In the bosom of his family he found relief from all troubles.

"If I should pick out one characteristic above another to admire I should say that it was his majestic calmness. He seemed always to feel that he was exactly where he ought to be and he never was ruffled. Then he had an abiding confidence in God. He was always ready for anything that happened. When the surgeons were about to put him under the influence of anesthetics in order to perform the dangerous operation he smiled as he told them to do whatever in their judgment seemed necessary. After his life had almost ebbed away and he was growing cold in death, the doctors revived him for a few moments. He returned to consciousness of the world again. It seemed almost as if his soul, were speaking from the border line when the words, "Nearer My God to Thee," came to his lips.

The next speaker was C. B. Gilbert, Superintendent of Public Schools. He said among other things:

"One of the most baffling tragedy that I know. In my life six rulers of nations have been stricken by assassins. All before this we can account for. Nicholas was killed but Russia is a country of tyrany and tyrany breeds anarchy. The President of France fell and this is accounted for by the turbulent character of the French people. The king of Italy was killed. We may explain this crime by the nature of the lower classes in that country resulting from ages of oppression. Lincoln died when America was [illegible]

ELOQUENT TRIBUTE
Herald Sept 21/01.

Judge Sutherland's Eulogy of the Late President.

A NEW SENSE OF UNITY

American People Mourn as One Family —Greatest Service McKinley Rendered Is in Giving the Inspiration of the Example of His Own Perfected Character.

Between 2,000 and 2,500 persons were crowded into the Sunday school auditorium when the memorial exercises were begun. A solemn aspect pervaded the entire assemblage, men and women wearing black and the draping of the pulpit being in keeping with the mournful occasion. After all the seats and standing room had been taken, hundreds were sent over to First Baptist Church on North Fitzhugh Street, where an overflow meeting was held.

Rev. Dr. W. C. Gannett, pastor of First Unitarian Church, presided in the Sunday school room and conducted the services, which consisted of a portion of the Episcopal burial service. The people standing up, Dr. Gannett read the following verse from Scripture: "I know that my Redeemer liveth, and though after my skin worms desroy this body, yet in my flesh shall I see God, whom I shall see for myself, and mine eyes shall behold, and not another." The psalm beginning "Lord, let me known mine end and the number of my days" was then read by Dr. Gannett and the people. Dr. Gannett read the first chapter of Isaiah and the choir of St. Andrew's Episcopal Church sang the hymn "O God, our help in ages past." The pastor read a portion of II Corinthians and the choir and congregation sang the hymn "Nearer, My God, to Thee."

Prayers for the President of the United States, the Governor of this state and all others in authority, for the preservation of the nation in this hour of affliction and for the widow of the martyred President were said by Rev. Dr. H. H. Stebbins, after which the congregation sang "Lead, Kindly Light."

Dr. Gannett then introduced Hon. Arthur E. Sutherland, who spoke on the life and services of William McKinley.

Judge Sutherland's Address.

Judge Sutherland spoke as follows:

"Fellow Citizens—Of late we seem to have grown nearer one another. There is a new sense of unity here. Standing under the shadow of a common sorrow the stranger beside us has become friend, even kinsman. The American people mourn as one family. Nor is this of America alone. For the time the imaginary lines which the accidents of history have drawn between sovereign states and empires are forgotten. We feel the touch of fraternal hands across the sea; and all peoples of the earth, whom He hath made of one blood, join in lamentation saying, 'This was our brother. We loved him, and he has been taken from us.'

"William McKinley was born into this life January 29, 1843, in Trumble County, Ohio. His father and grandfather were engaged in iron manufacture. Doubtless this fact gave him that special interest in the industrial developments of the country, which peculiarly characterized his whole public career. His father's means were moderate, but the home was rich in inspiration to noble endeavor. It was a home where the precepts of righteousness were taught, and God was worshiped, and who will not define the limits of the influence of that simple American home upon William McKinley, and through him upon the nation and the world.

"A student in the common schools, at a seminary, for two years in college, a teacher then a clerk; in May 1861 at the age of 18 years he enlisted as a private soldier in the 23d Ohio Volunteer Infantry in the war to preserve the Union of the states. He was soon under fire, was promoted for meritorious conduct to sergeant after Antietam to second lieutenant then in first lieutenant. When the black horse and his rider came down the valley from Winchester it was Captain McKinley whom Sheridan noticed rallying his men to turn the tide of battle from defeat to glorious victory. He was in a score of battles served on the staff of Generals Crook, Hancock and Carroll till peace was declared, and returned home with the commission of major, conferred 'for gallant conduct at the battles of Opequan, Cedar Creek and Fisher's Hill' and signed with the hand of Abraham Lincoln.

"He chose the law as his life work, entered the bar in 1867, commencing practice at Canton and was elected District Attorney of Stark County in 1869, serving two years. Thus his first service in the civil branch of government was the maintenance of public law, that his fellow men, his neighbors might go their ways unmolested; might lie down at night to sleep unvexed by the marauder, inviolate from those who would assail.

"From 1876 to 1890 he was a Member of Congress, serving nearly seven full terms. His career as a Congressman is written large upon the page of history. Twice Governor of Ohio, twice President, he had come up by natural processes of growth to fill the highest position of earthly responsibility and power, equal to all its exactions. Moderate in counsel, striving to avert war till peace was no longer possible; quick and irresistible as Chief of America Militant; humane as Chief of America Triumphant; and unperturbed as a diplomat, fostering the friendship of Europe and Asia, he satisfied the highest ideals of American life. The events and temper of his administration brought unparallelled prosperity at home and added immeasurably to the prestige and world influence of the republic.

"In his relations to his party allies McKinley's sense of honor was very fine. In 1888, in the National Convention of his party, heading the Ohio delegation he earnestly advocated the nomination of John Sherman. But his own record and personality marked him for popular favor The leaders hesitated; the delegates were growing insistent; the very air was tremulous with the impending change. 'Give us McKinley' men were shouting everywhere. But with absolute loyalty to the cause of his friend and with a sincerity which commanded acquiescence he demanded that no man cast reflection upon his honor by voting for him. Those who live but for the day, who see only the present advantage, said, wonderingly, "He has refused the crown."

"Of his career as member of the National Legislature it will be said by all that his position was taken after profound study of conditions. In the heat of partisan discussion he was charged with being devoted to the interests of capital; but irrespective of differences in view as to the wisdom of his policy, you who have heard him, who have read his words, will agree that the mainspring of his zeal in the advocacy of a tariff strongly protective, was his devotion to those who labor; to the toiling masses in whom he believed, whose cause he made his own.

"Conditions changing, modifications followed. Throughout his whole career he was consistent but not prevented by narrow pride of opinion from responding to altered circumstances.

"Sensitive to public opinion he never sought to catch the fleeting popular favor by demagogic phrase. The open door policy in China was the act of a statesman studying events and conditions as they are, and meeting new opportunities with appropriate means. In his last speech, delivered in the presence of the accredited representatives of all the North and South American states, with the eyes of the world upon him, he declared that, 'The period of exclusiveness is past' and gave plain intimation of a breadth of reciprocal trade policies to be undertaken, commensurate with the duties and opportunities of this great exporting nation.

"As a statesman and leader most of us will concur in the opinion that he was pre-eminently distinguished for his intuitive knowledge of the will of the people and his rare perception of the right moment for decisive action. The people believed in him as they believed in Lincoln. Like Grant, 'he had no policy to enforce the will of the people.'

"His whole public career had been one of struggle. He met with fierce opposition all along his path until his administration as President was well under way. Then a change came and no President of this republic ever had such united support from Congress and from the press and the leaders of the opposite. Through tumult and strife we had come to peace and honor and unboundless prosperity. Beloved by all the people, surrounded by the visible signs of happiness and contentment, he proclaims in majestic phrase a policy of peace among all the nations of the earth and then—his work is finished.

"The American people are self-poised, conscious of the perfect adjustment of our institutions to the present crisis, confident that business conditions will remain steady and governmental policies endure. But still they weep and will not be consoled. It is the human side; not the President, but the man, sad, tender, loving and true, his noble soul and the deep iniquity of his taking off.

"Did you see him in November, 1892, at Washington Rink in this city? He was then Governor of Ohio and was speaking for the re-election of President Harrison. The multitude is clamorous. He appears at the rear of the platform. The cheers roll out like thunder peals. He does not at once acknowledge the greeting. The with being devoted to the interests of crowd at the entrance rises way and he comes, leading, proudly, gently, a sweet-faced little lady; and not until Mrs. McKinley is safely seated within smiling distance does he look about him and respond to his welcome.

Through all this tract of years
Wearing the white flower of a blameless life.

"He loved the laughter of children, the companionship of friends, the sweet solicitude of his home.

"The altar in the Temple of Spirit was

Twenty-first Concert

PUBLIC BAND CONCERT
BY
Hebing's Artillery Band
GEORGE HEBING, DIRECTOR.

AT GENESEE VALLEY PARK,

Sunday Afternoon, Sept. 22, 1901,

FROM 3 TO 6 O'CLOCK.

Under the Auspices of the Rochester Chamber of Commerce.

Program. . . .

PART I.

1. MARCH—Invincible Eagle, - - - - - *Sousa*
2. OVERTURE—Zampa, - - - - - *Herold*
3. VOCAL BARITONE SOLO.
   a. Asleep in the Deep, - - - - - *Petrie*
   b. Mr. Volunteer, - - - - - *Dreeser*
   Mr. John W. Wignall, with Band Accompaniment.
4. PATROL—Blue and Gray, - - - - - *Dalbey*
5. MEDLEY, OVERTURE—Dazzler, (New) - *Mackie*
6. WALTZ—An Autumn Bud, - - - - - *Lesser*
7. Storm and Sunshine, - - - - - *Bray*
8. Darkies' Frolics, - - - - - *Luders*
9. MEDLEY, OVERTURE—King Dodo, (New) *Missud*
10. DANCE—Porto Rican, - - - - - *Lampe*
11. Creole Belles, - - - - - *Laurendeau*
12. WAR SONGS—Boys in Blue, - -

When you are through with this Program, do not throw it on the Park Grounds, but in the receptacle for waste.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

sparkling. The air was vibrant with the strains of one of Bach's immortal themes. There was not the wild shouting of a tumultuous throng, but the quieter, deeper happiness of a grateful people, proud to have a personal greeting from the citizen President. A child passes and her yellow curls bob away, followed by the lingering glance of the great man who had made her child-heart glad. He turns to greet another—and, Oh! the awfulness of it! Let the fiend's name be unmentioned, his features forgotten; and let the foul inciting spirit, born of wild fanaticism and vicious hate—let it slink away with the creeping things. It cannot bear the light. It will shrivel up and disappear.

"There was no wrong to avenge; no injustice to mend; no cause to help. Oh! the pity and the mystery of it all!

"Quietly they bear him away; tenderly they watch; anxiously they pray. His thought is for others. The nurse with gentle touch is screening the afternoon light. But he would lock out once more into the trees and the sunshine. 'It is so beautiful,' he murmurs. He would choose to stay; but 'It's God's way. His will be done, not ours.' And so he passes into the shining light, into the limitless opportunities, the ineffable glory of the Eternal.

"William McKinley's services in war were great, in statesmanship greater. He has builded into the wall of institutions that will endure for all time; he set a new jewel in Freedom's coronet; but the greatest service he has rendered is in giving us the inspiration of the example of his own perfected character. This will endure, though all else change and disappear.

"Soldier, thou wert brave and we admired thee; statesman, thou wert wise and we followed thee; but man, fellow mortal, we loved thee, and even as thou are lifted up, so dost thou draw all men unto thee."

Our Duties Under Affliction.

At the conclusion of Judge Sutherland's address the choir and congregation sang the national hymn, "Columbia," after which Dr. Gannett introduced Rev. Dr. Nelson Millard, who spoke on "Our Duties Under the Present Trial of Affliction." He said:

"Not only our nation mourns, but the whole civilized world. Throughout our broad land all sectarian differences, all sectional divisions, all party strifes are forgotten in the common grief. All hearts are shocked by the appalling turpitude and the blending folly of the deed that has caused their tears. Folly, I say, for a more aimless, a more needless sacrifice, a more idiotic crime than the assassination of President McKinley cannot be conceived.

"And now what are some of the duties which this great calamity presses upon us. I may perhaps be permitted to say, first of all, that one thing is not our duty, and that is to try to regard the murderer's crime as an act and dispensation of God. What sense in blaming Czolgosz if he were only an agent of another. Blame, then, the principal, not the agent. It is blasphemy to say that that assassin was God's appointee. He was not the agent of God, nor the tool of the devil, but simply a wretch acting out his own wicked free will.

"It is our duty, even in the greatness of our grief and the hotness of our anger, to keep our heads, and not fight anarchy with anarchy, nor violation of law with lynch law, which is but another form of violation of law.

"It is our duty to do all we can to suppress that habit of vituperative and calumnious criticism of our Chief Magistrates which has so much prevailed.

"It is our duty to do all in our power to discountenance that yellow journalism which is so debauching and demoralizing. It does not even deserve to be called by so fair-colored a name as yellow journalism, but should be styled the 'Plutonian Press.'

"All anarchist papers advocating monarch murder should be forbidden publication on our soil. That we have so long tolerated them is a disgrace and a flagrant violation of international comity.

"We ought no longer to permit our land to be an asylum and refuge for anarchists where they may safely promulgate principles subversive of the very foundations of society."

The services closed with the singing of the Doxology and the blessing of peace, pronounced by Rev. Dr. Stebbins.

SADDENED THRONG

Immense Crowd at Central Church Services.

SANG THE PRESIDENT'S HYMNS

Rev. Dr Rush Rhees Reviewed the Life and Services of President McKinley and Judge Werner Spoke of Our Duty in the Present Trial — Mayor Carnahan Spoke Briefly.

Never in the history of Central Presbyterian Church has such an immense gathering of people thronged the edifice from doors to platform as that which assembled under the roof yesterday afternoon at the union memorial service in honor of the martyred President. All were silently sad. Blended with the unspoken, though ever apparent grief of the people, was the outward expression of their loyalty, devo-

[illegible] and [illegible] ... assembled as it [illegible] ... [illegible] ... [illegible] ...

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Sept 28 1901

RESPONSE TO RESOLUTIONS.

Chamber of Commerce Gets Official Answer From Secretary Hay.

The first thing that attracted the attention of Secretary John M. Ives, of the Chamber of Commerce, as he looked over his mail yesterday was the appearance of a large envelope of delicate blue tint, stamped with the insignia of the state department at Washington, and inclosed in mourning edges.

It inclosed the official response of Hon. John Hay, secretary of state at Washington, to the resolutions of condolence adopted by the Chamber of Commerce of this city. The text of the epistle was as follows:

John M. Ives, Rochester, N. Y.

Dear Sir: Among the many messages of grief and of sympathy with Mrs. McKinley and other members of the late president's family in their overwhelming trouble, received by the government, and acknowledged by me on their account, and among the multitudinous expressions of profound respect for President McKinley's unselfish devotion and great services to his country, together with a wide and increasing testimonial to his exalted character and gracious personality from every part of the United States, indeed all parts of the world, I have the honor to acknowledge with sentiments of sincere approval, the action taken by the Rochester Chamber of Commerce at the meeting on the 10th inst. I am, sir,

Your obedient servant,
JOHN HAY.

The signature was in the secretary's own handwriting.

POSITION OF THE CITY OF ROCHESTER

Democrat and Chronicle Sept 27 1901

"From the Four Corners and Not From Buffalo."

BIG CANAL POSSIBILITIES

Arguments in Favor of the Deep Waterway Over the Niagara Route and Against Mr. Raymond's Contentions.

To the Editor of the Democrat and Chronicle:

Sir: Appreciating Mr. Raymond's implied compliment that I am a student of transportation and his personal liking, which is reciprocated, let us present "the position of the city of Rochester" from the Four Corners and not from Buffalo.

The Genesee is a nobler river than the Cuyahoga, which is the harbor of Cleveland, and less expense than has been spent by the United States upon it or upon the Buffalo breakwater would canalize the Genesee for a twenty-one foot way, make turning basins beneath each falls and lift locks at the two lower falls, fetching the 8,000 ton freighters into the very heart of Rochester, provided we do that fool (?) thing first of bringing them "into the middle of Lake Ontario," and they can be brought into Lake Ontario in nine hours by 11.6-10 miles of canal and nine locks in the rigid Niagara limestone.

My friend, Mr. Mandeville, of Tompkins county, has obtained from Mr. Raymond's public statement that in this matter of canal improvement it was a question of cost and not time. Mr. Raymond now admits that Buffalo would go in with Rochester for a ship canal along the Erie route, if it could be built quicker than the barge canal.

I venture to say that the deep waterway over the Niagara route, with only eleven miles of canal, bringing lake freighters and traffic like that of the upper lakes into Ontario, not only to Rochester, but to Oswego, could be built as quickly as could the 1,000 ton barge canal over the route he favors, which is surely 120 miles, crosses the Genesee and other rivers, highways and railways, must go around or through cities and towns, and crosses the Montezuma swamps, as well as other physical difficulties, against a Niagara way in eleven miles of rock with little interference.

During the last seven years in which I have been working "as the storm-center of the United States" upon the theory, whatever increases the traffic of Lake Ontario benefits Rochester and the state of New York, I have seen the business of the port of Genesee grow from almost nothing until its "Harbor Notes" occupy a considerable space in the daily press, and one can go comfortably most anywhere on Ontario and the St. Lawrence by boat; and there is sent out from this port 500,000 tons of coal.

From the Rochester point of view I will "fly my machine to the north." This is improvement, but it is not enough. The 500,000 tons of coal pay double freight, since there is no return cargo for lack of adequate way to the upper lakes; when there is, Rochester will send out two or three million tons as do Buffalo, Cleveland and other ports on Erie. And we will show Mr. Raymond and others "the earthly good of a ship canal into Lake Ontario" to the great coal, as well as the salt and cement, interests of the Genesee valley when the deep waterway goes by a twenty-one foot way into the twenty-one foot connecting channels of the upper lakes and also by a twenty-one foot way to the Hudson and deep water and the forty foot channels of New York harbor.

There has been talk of the Vacuum Oil moving to the seaboard for transportation facilities. With this deep waterway the seaboard will be here, it need not move. It is so with the great lumber and grain interests of Rochester. The 1,000 ton barge way advocated will, as Rochester thinks, seem a minor affair when the 8,000 ton freighter can bring grain and lumber to the banks of the Genesee within the city of Rochester, and I have no doubt that if we fetch the 8,000 ton freighter into the river the miller and merchant will find some efficient means to get the cargo to his mill and to his place of business. He will do the "spouting" then, as he perhaps now is indifferent or demands our spouting.

Rochester is essentially a common point of distribution and it is for that reason that its [illegible] Rochester and its [illegible] Rochester [illegible] the capacity of the barge canal around Niagara, and with about one-eighth mile age and restricted navigation compared with the barge canal advocated, will be more beneficial to Rochester than it; moreover, not considering that it can do her harm, her eyes are open to the fact that it has the support of all the states tributary and adjacent to the Great Lakes basin, and all New England and coast states, that it will be built in whole or major part at federal expense, consequent to that interest, and by its indirect taxation, against an expenditure of $100,000,000 by the state, advocated by Mr. Raymond and canal friends throughout the state who have studied the question most carefully and are to-day as much in the dark as to the state of things in Rochester," of which state expenditure Rochester will pay at least 1-50, or $2,000,000.

Still flying the machine north Rochester sees that such a channel will be provocative of a great increase of trade, not only East and West, not only domestic and export and import, but of great trade North and South and international with British North America, and that Rochester will be the center of trade from the country back of her to the country across the waters. Moreover the position of the city of Rochester is not only sentimental, but it is physical. With calm foresight she sees that position as near the coal fields as is Cleveland, and pictures to herself a not distant day when the towns of Greece and Irondequoit embraced within her municipality and guardianship shall be busy with the exchange of coal and iron ore, and with manifold iron and steel industries made by their union with our local limestone, and the anvil that forges the plates for the vessel that shall carry the American flag into every market of the world, and whose stern shall be marked with the name of the vessel and the port from which she hails, and not only for vessels of trade, but for such as shall fly the pendent and guard her sovereignty.

Only these eleven miles of rock, only selfish or short sighted antagonism, prevent such a consummation of intelligent effort to make labor-employing and wealth-producing industries such as Rochester has not heretofore dreamed of; and these dreams are related to facts and to precedent, nothing in that waterway, in excavation, in water supply, in prism or lock construction is difficult to the engineer, is not exceeded by existing canals in the world, and if it is "engineered from Rochester," as Mr. Raymond asserts, it "should be seriously considered by every person who has the welfare of the city at heart." And permit me to add by way of contrast, also Mr. Raymond's letter and the 1,000 ton barge canal.

JOHN A. C. WRIGHT.

Rochester, N. Y., Sept. 24, 1901.

Twenty first Concert

PUBLIC BAND CONCERT
BY THE
54th REGIMENT BAND,
F. A. ZEITLER, Director.

AT SENECA PARK, WEST,

Sunday Afternoon, Sept. ~~28~~ 29, 1901,
Postponed from Sept 28th,
FROM 3 TO 6 O'CLOCK.

Under the Auspices of the Rochester Chamber of Commerce.

Program. . . .

PART I.

1. MARCH—Trojan League, - - *Sam. Hamilton*
2. OVERTURE—Morning, Noon and Night, *Von Suppe*
3. TROMBONE SOLO—Toreador's Song, (Carmen) Mr. Henry Galvin. *Bizet*
4. SELECTION—Foxy Quiller, - - *De Koven*
5. WALTZ—Rolling Waves, - - - - *Tobani*
6. MEDLEY—Popular Texas, - - - *Boettger*

PART II.

7. MARCH—Peace Forever, - - - *Jos. Lacalle*
8. OVERTURE—Queen of Autumn, - - *Carl Bigge*
9. (a. SONG—The Palm and the Pine, - - *Cortesi* (Words by T. T. Swinburne) (b. INTERMEZZO—Cavalleria Rusticana, *Mascagni*
10. SELECTION—The Rounders, - - *Englander*
11. WALTZ—Singing Girl, - - - - *V. Herbert*
12. AMERICAN FANTASIA, - - - - *Bendix* Tone Pictures, North and South.

When you are through with this Program, do not throw it on the Park Grounds, but in the receptacle for waste.

Band Concerts.

[illegible] of the Sunday afternoon band concerts was given yesterday and was heard by at least six thousand people. More would have heard it had the street railway company afforded sufficient facilities for conveying the pleasure-seekers to the park. Owing, however, to the annual ceremony of blessing the graves at Holy Sepulchre Cemetery, the trolley company was taxed beyond its resources.

The Times was the first newspaper in Rochester to advocate band concerts in the parks. Two years ago it began to print insistent editorials on the subject and at last, thanks to the mutual efforts of the Chamber of Commerce, the leading musicians of the city and a number of public spirited citizens, the concerts were inaugurated and their success demonstrated beyond a possible shadow of doubt.

Next year there should be no delay inaugurating the concerts. The project should be taken up by the Chamber of Commerce, a sufficient sum subscribed for during the winter and the first concert given on the first Sunday in June. If the Chamber of Commerce should feel that it could not conduct the matter the city should, through the Park Commission, appropriate a sum sufficient for the purpose and charge the same to the park fund. And by this time next year it is to be hoped that the street railway company can handle all kinds of crowds under any reasonable conditions.

The Times Sept. 30, 1901

PLENTY OF POWER FOR STREET RAILWAY

Practical Results of Low Dam Water Storage in Genesee.

Dem & Chronicle Oct 2 1901

Contract Signed Yesterday by Which Rochester Railway Company Obtains All of its Power for the Next Five Years from the Rochester Gas and Electric Company—The Outcome of Regulation of Flow of Water in the Genesee River—Surplus for Manufactories.

Late yesterday afternoon a contract was signed between the Rochester Gas and Electric Company and the Rochester Railway Company, by which, for a term of five years, the railway company is to receive all of its power from the Rochester Gas and Electric Company, in the form of electricity, delivered at the several plants of the electric company.

The Rochester Railway Company, under its present management, has been improving its service by rapid strides. The increase of the speed of its cars, within a limit perfectly compatible with safety, is a decided advance from the old, slow coach methods to exhilarating first-class railway travel.

The contract executed yesterday insures the railway company an abundance of power to maintain these conditions, and also enables it to reduce, by a large percentage, the time required for the traffic. The company will have another obviously great advantage in that it will be unnecessary to construct a new power plant.

The price at which the electrical power is obtained for the next five years has not transpired, but it is understood to be entirely satisfactory to both companies. While large sums have been and are now being expended in betterment of the trackage and rolling stock of the company, the fact that it will not be necessary to construct and maintain a costly and constantly expensive steam power plant, will enable the railway company to still further improve its property and its service. The element of uncertainty and anxiety, inseparable from the maintenance of a large steam power plant will be eliminated, as the electric current purchased by this long term contract, is supplied from constant water power, which is available from any one of several water power electric stations, thus precluding delays from accidents.

It is pointed out that there are certain advantages from the elimination of the item of coal by this contract; that the money which would otherwise be paid out for coal to produce this several thousand horse power, goes into the coffers of the Rochester Gas and Electric Company, the stock of which is mostly owned by nearly four hundred residents of Rochester. That it will also accrue to the financial advantage of the Rochester Railway Company goes without saying. Practically it would seem to be like having a coal mine in the city, without the cost and disadvantages of mining the product.

While this power comes from the surplus power of the company furnishing it, it is understood that it will not reduce appreciably the large surplus of power still available for general manufacturing purposes in the city and vicinity.

The important long-term contract between the Rochester Gas and Electric Company and the Rochester Railway Company seems to assure the availability of large units of electrical power in Rochester, at satisfactory prices. The rapidity and facility with which the power-producing company is willing to take large contracts for electrical power, for long terms of years, manifests clearly its confidence in the results accruing from its plan of development of water power by low dams in the Genesee river, from Rochester to beyond the Pennsylvania line.

Oct 4 1901
HERALD, FRIDAY, O

WANT SHIP CANAL

Local Delegates Will Boom the Project at Buffalo Convention.

CHAMBER OF COMMERCE PLAN

Two Resolutions Favoring Idea Were Adopted at Meeting of Trustees and Executive Committee Yesterday — Six New Members Admitted to the Chamber.

Rochester will be represented at the third annual state commerce convention which convenes in Buffalo on October 16 and the chief business of the local delegates will be to boom the project for a ship canal connecting Lake Erie with Lake Ontario, a port being established at Charlotte.

Six delegates will represent the Chamber of Commerce and three delegates have been appointed by Mayor Carnahan. It has been the aim of the Chamber for several years to bring about a discussion of this ship canal with the hope that it may ultimately materialize.

Three different solutions of the matter have been suggested by persons interested in the project. Some favor a widening of the Erie Canal. These are mostly from Buffalo and that vicinity. Some favor a barge canal through the state. These hail from the inland cities and New York. Rochester wants a ship canal.

At the meeting of the trustees and executive committees of the Chamber of Commerce yesterday this matter was discussed. There was an unanimity of opinion for a ship canal because such would allow the big vessels from the great lakes to pass through it to this city and thence into Lake Ontario by way of Charlotte. It would obviate the unloading of through boats at Buffalo and thereby deprive that city of a profitable source of revenue.

Two resolutions were adopted, one favoring the building of such a canal and the other asking federal aid for the state in constructing it. Both of these resolutions will be forwarded to the rpesident of the convention and will be incorporated in the programme of topics to be discussed.

Six new members were admitted at the meeting of the executive committee. Their names are: J. B. Snyder Supply and Electrical Company, Raines & Miller, John A. C. Wright, John N. Beckley, C. J. Conolly, A. J. Rodenbeck.

Permission was given the Tuesday Musicale Society and the Rochester Choral Society to use the chamber rooms for their rehearsals and meeting.

Secretary Ives read a letter of acknowledgment from Secretary of State John Hay in response to the memorial adopted by the chamber on the death of President McKinley. The letter will be framed and hung on the walls of the assembly room. President A. B. Lamberton presided at the meeting.

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The State Commerce Convention.

The third annual State Commerce Convention will be held at the Merchants Exchange in the Board of Trade Building, corner of Seneca and Pearl Streets, in the City of Buffalo, beginning at 10:30 a. m., on Wednesday, Oct. 16, 1901.

The object of the convention is to consider deliberately all matters relating to commerce and manufactures, and incidentally the laws and usages of business which now make for progress or hinder it.

The convention will devote its labors to STATE questions only; BUT QUESTIONS RELATING TO THE POLICY OF THIS STATE DEPENDENT UPON ACTION BY THE GENERAL GOVERNMENT WILL ALSO BE ADMITTED TO DISCUSSION.

All commercial bodies within the boundaries of the State of New York including boards of trade, merchants', manufacturers' and business men's associations, chambers of commerce, produce, mercantile and other exchanges and all other associations consisting mainly of business men, merchants and manufacturers ARE ENTITLED, INVITED AND REQUESTED to send delegates to the convention.

The Times hopes to see the City of Rochester capably and fully represented at this convention not alone by delegates but by a large body of representative citizens. The importance of the convention to the state and to this city in common with other municipalities can not be overestimated.

By far the most important subject to be considered will bear on the state canals and more especially the future of the Erie Canal. The Times believes that in its present shape or modified to a barge canal that its operation by the state will be impracticable and extravagant. The true solution of the state's water transportation problem is a ship canal erected by federal monies and under federal direction. This convention has it in its power to launch the project.

The Times Sept 30, 1901



The Late J. LEE JUDSON, of Rochester.
A PROMINENT FIGURE IN MANUFACTURING, FINANCIAL AND EDUCATIONAL CIRCLES.

It is with a high appreciation of the city's loss that The Times records the death of Mr. J. Lee Judson, President of the Rochester Gas and Electric Company. Mr. Judson had a remarkable business career and was closely identified with the city's progress. His death will be keenly felt in social, business and religious circles. Oct 7, 1901 The Times Oct 7, 1901

The Canal Question

[illegible] was a national question, and no longer a state question. The Troy "Budget" says that whatever improvement of the canals shall be undertaken in the future "the work should be done and the expense assumed by the United States."

Commenting upon these utterances the "Democrat and Chronicle" says: "Both propositions sound very fine and large, and are employed often to avoid any real discussion and effective action. But there is not a particle of evidence anywhere that a corporal's guard of congressmen can be got to vote $250,000,000 for a ship canal through New York to the Hudson this year or in any future year." And it adds:

Of all the humbugs to delay canal enlargement, the talk of congressional action is the greatest. It should deceive nobody; but it deceives some and is probable that a few of the people who talk of it deceive themselves. New York cannot get Alabama nor Massachusetts nor any other state to attend to the internal affairs of New York. They have other fish to fry. New Yorkers must attend to their own affairs or be willing to surrender the primacy which came to the state through the wisdom and the energy of their fathers.

What, then, is the conclusion? Our contemporary stops short at the interesting point. Is it in favor of a ship canal to be constructed by the state of New York? Or is it opposed to a ship canal altogether? Does it believe that the present canals are sufficient? Or does it advocate the appropriation of another $9,000,000 to be expended to little purpose? Is it in favor of a barge canal, to cost at least half as much as a ship canal? Where does it stand?

It is our opinion that our contemporary does not accurately judge the sentiment of the people of other states on the question of a ship canal through New York at national expense. Representatives from all sections voted for a ship canal through the straits of St. Mary; that project was recognized as of national importance. May they not look in a broad, patriotic, and generous way upon a project for a ship canal that would not only be of great value to the nation in time of war but would carry the products of the entire West to seaboard and foreign markets in the cheapest possible manner?

New Yorkers need not guess as to the attitude of the people of other states on this question; they can ascertain the fact by an application to congress. Of course the railroads of the country, with their enormous influence, would oppose a ship canal, but possibly that influence might be overcome. Let us at least make the effort. Oct 2, 01

J. LEE JUDSON.

Death of the President of the Rochester Gas and Electric Company at His Home on Lake Avenue.

J. Lee Judson, president of the Rochester Gas and Electric Company, died at his home, No. 282 Lake avenue, on Saturday night, aged 54 years. Mr. Judson was in good health up to last Tuesday, when he suffered an attack of peritonitis. Uremic poisoning then developed and the end came at about 10:30 Saturday night.

Mr. Judson was a son of the late Junius Judson, who for many years was prominently connected with the manufacturing interests of this city. He was educated in the public and in private schools, and at early age entered into business in company with his father. When the Edison Electric Light Company was formed Mr. Judson was one of its directors, soon after becoming its president, and when the electric and gas interests of the city were consolidated into the Rochester Gas and Electric Company, became president of that concern, retaining the office until his death. Mr. Judson was connected with other important manufacturing concerns and with a number of large financial institutions. He was president of the Judson Governor Company, the Judson Pin Manufacturing Company and the Judson Power Company; vice-president of the Fidelity Trust Company; trustee of Rochester Trust and Safe Deposit Company and the Security Trust Company, a director of the German-American Bank, a trustee of the Rochester Chamber of Commerce, and vice-president of the board of trustees of the University of Rochester. Mr. Judson was a member of the Second Baptist Church and of the Genesee Valley Club.

Besides his widow, formerly Miss Mary Mack, Mr. Judson leaves one son, Junius R. Judson, and four daughters. Miss Marie L. Judson, Miss Grace A. Judson, Miss Josephine L. Judson and Miss Margery E. Judson. He also leaves a brother, Charles B. Judson, two sisters, Mrs. George D. Hale and Mrs. Harry L. Brewster, all of this city.

The funeral will be held to-morrow afternoon at 2:30 o'clock, Rush Rhees, president of the University of Rochester, assisted by Rev. Dr. MacLaurin of Second Baptist Church, and Rev. Clarence A. Barbour of Lake Avenue Baptist Church officiating. Daily Union Oct 7 01.

ROCHESTER TO HAVE A CONVENTION HALL

Old St. Paul's Church is to be Transformed Into One.

FINISHED BY DECEMBER

Private Capital Will Fit up Hall With Seating Capacity of 1,500—Will be Named Colonial Hall — Plan on Which Building is to be Remodeled.

Rochester is at last to have a convention hall, and one, say the promoters, that will be ready for use by December 1st. Of course, to have it ready at that early date means that the structure will not be new. Old St. Paul's Church, now known as Damascus temple annex, on St. Paul street, near Main street east, is to be remodeled into a convention hall, with a seating capacity of 1,500, and if this is not large enough it will be enlarged.

The building is one of the city's landmarks. In its present condition it is far from inviting in appearance. The cellar is damp and the interior of the building is dark. But with the transformation that is promised all this will pass away, and a light, attractive interior will result from the change.

Walter R. Stone, manager of the Smith & Dove Manufacturing Company, of No. 7 Andrews street, has charge of the work. The property has been turned over to Mr. Stone by the owner, who does not care to be recognized in the matter, and Mr. Stone believes that he can have the building transformed into a convention hall early in December. He expects to see the plans this week and to begin work next week.

Mr. Stone was seen yesterday afternoon by a Democrat and Chronicle reporter. He said that, while a convention hall was of secondary importance in one way, it was the principal object in another. The building was to be made into a hall and would be first class in every respect. Objectionable people would be kept out, there would be no bar and the men behind the scheme would see how the house took yith the people of Rochester.

There will be few changes made in the exterior. The steeple will be torn down, new windows will be put in and the front of the building will present the form of a terraced roof. A covered way will extend from the entrance of the building to the sidewalk, and within this there will be a broad flight of steps leading to the present main entrance. In the front vestibule there will be a ticket office, a manager's office on the right and a handsomely fitted up smoking room on the left. The inner doors will be set farther back and another broad flight of steps will lead up to them.

The seats about the sides of the building will be removed, as well as the raised platforms. Chairs will be placed in the hall. These can be readily removed for dancing, and at all other times the floor will be covered with a heavy canvas. The floor will be of Georgia pine. Underneath the floor will be placed heavy paper to prevent dust from rising. In order to give more stage room the chancel will be squared off for a stage twenty-two feet in depth.

The floor capacity will be 1,200 sittings and the gallery above the entrance will seat 300 more. If this is not sufficient and is so seen within two months, the front wall will be moved out to the street and the rear wall extended back sixty-eight feet, giving main floor space for 2,050 seats, and the gallery will be enlarged to seat 700. There will be wide circular stairways to the gallery. In the basement there will be a dining room to seat 400 people, and kitchens, etc. A double floor will be laid in the basement. A system of ventilation will do away with dampness. The entrance to the basement from the front part of the hall will be off the smoking room. There will be another entrance at the rear.

Said Mr. Stone: "Our idea is to make a hall that will meet the requirements of any class of people in the city that may desire to use it. It will be an excellent place for conventions, or any sort of a large public meeting, for dancing, basketball, etc. We shall keep the floor in excellent condition. We shall raise the stage. There will be dressing rooms off from one side and two rooms for ladies off the other side of the stage. We shall call it Colonial hall. The cost of the improvements will be between $6,000 and $7,000."

KNIGHTS OF MALTA IN SESSION

Oct 8 1901

Secret Society Convention at Chamber of Commerce.

Several Hundred Members of the Ancient and Influential Order in Attendance.

Report of the Supreme Past Grand Commander Read—Prospective Business.

The eighteenth annual convocation of the supreme grand commandery, sovereign of America, of the Ancient and Illustrious Order of Knights of Malta, opened this morning in the Chamber of Commerce. At least 50 members of the order are in the city and [illegible] convention, which will remain

Oct 8 1901
CHRONICLE, TUE

[illegible] state of the union is represented by delegates.



PAST SUPREME GRAND COMMANDER JOHN H. HICKS.

This morning's meeting began at 10 o'clock when the annual report of Supreme Commander John H. Hoffman was presented. The report showed that the organization had greatly increased in membership during the past year and that the fraternity was in a sound financial condition. Mr. Hoffman congratulated the delegates present on the showing made last year by the various commanderies.

Supreme Past Grand Commander George H. Pierce conferred the past commanders' degree on the following: James S. Pindrew, Elias W. Myers, George E. Cranvat, Alvern R. Christer, Frank A. Perry and James S. Frost of Albany; Arville R. Bacon and George M. Maggutt of Binghamton; Alvern S. Eastman, Charles B. Webber and William H. Roberts of Syracuse; Frank Wyankoop of Chicago.



SUPREME GRAND COMMANDER JOHN H. HOFFMAN.

At 2:30 o'clock this afternoon a reception to the visting ladies was given by the ladies' committee at Odd Fellows' hall on Clinton avenue north, which was thoroughly enjoyed by all who attended the affair. The committee of ladies who received the visitors consisted of Mesdames William Boyd, J. F. O'Neil, William Beard, George Stanging, David Allen, Asher Adams, W. S. Pembroke and Zimmerman. A reception to the visiting delegates and their wives will be given by the members of the local branches of the Knights of Malta at Odd Fellows' hall this evening. At 8 o'clock Mayor Carnahan will deliver an address of welcome.



SUPREME RECORDER FRANK GRAY.

The programme for to-morrow includes meetings in the morning and afternoon another reception to the visiting ladies a Odd Fellows' hall in the evening, and a banquet of the supreme officers at the New Osburn House at 9 o'clock to-morrow night. The dress parade which was to have been held to-morrow afternoon has been postponed, on account of the delegations from the eastern commanderies having been smaller than was expected.

SCHEDULE INSTEAD OF THE WILDCAT SYSTEM

Oct 6 1901

Important Change Contemplated by New York Central Railroad Affects 200 People.

About two hundred Rochester people will be affected by a move contemplated by the New York Central railroad, which will, it is said, go into effect within two weeks. The change will be, in brief, the abolition of the "wildcat" engine system and the establishment of a schedule system for freight engineers and firemen on the main line of the Central.

The change is in line with the general movement towards retrenchment on the road and will benefit the men, since their hours will be better under the new system, but Rochester will suffer the loss of the money put into circulation by fifty odd engineers and firemen and their families, who will be compelled to remove from here to Buffalo or Syracuse.

Under the present system, the crews of the freight engines on the main line are accustomed to lay off when they reach Rochester until the crew that started from the other end of the route has its run and returned. A crew starting from Syracuse waits here for the Buffalo men to make their return, and vice versa. The effect of this was to make Rochester a central point for the railroad men.

The new system will send each crew straight through to the end of the run, and there it will lay off for eight hours. This lay-off, of course, is manifestly a relief for the men, and is unquestionably an improvement, from their standpoint, over the old method. But those of them who have established their homes in Rochester will be practically compelled to remove to Buffalo or Syracuse.

The only explanation that has been vouchsafed as to the object of the change is that it is made in the interests of economy and in accordance with the spirit of retrenchment that rules on the road at present. But there are those who point out that the change is a blow to the prestige of Rochester, as a railroad center, and they do not scruple to say that it is in line with the taking away from this city of the positions of chief despatcher and chief detective, which were until recently located here.

Viewed from this standpoint, there appears to be some color to the theory that an attempt is being made to minimize the standing of Rochester at a railroad town, and there has been no denial or explanation offered in answer to this accusation.

PASSING OF ROCHESTER
AS A RAILROAD CENTER
ON CENTRAL SYSTEM

Transfer of Freight Engineers Said to Be Consummation of a Policy of Retaliation For Political Discrimination Inaugurated In 1880.

Within the next two weeks 50 odd engineers "freighting" on the main line of the Central will be transferred from this city to Buffalo, and will in the future make their headquarters in that city instead of here, as at present. It is intended by the road to abolish the "wild cat" system of running the men in the freight service.

Under the present system the crews of the engines on the main line lay off here and wait for other crews of the trains to return from Syracuse or vice versa before going out on another trip.

Under the new system the men will go straight through to the end of their runs and will lay over at Buffalo eight hours before beginning another trip. Back of this latest move of the Central is a story of how a great railroad system got even for a piece of politics that it was once made the victim of.

Back in 1880 a number of officials of the road came here and, after looking the ground over, concluded to build a roundhouse, machine shops and repair shops to keep up with the growing importance of the city as a railroad center, as at that time there were 125 crews and their families living here and it was the end of the Western Division of the road.

Here were the offices of the Superintendent of the Western Division of the road, and the chief train dispatcher, Joseph Drexelius, who with the 25 operators then operated the trains on 700 miles of main line and branches. In due time the officials selected a plot of ground on University Avenue, just outside the city limits, and began the erection of a roundhouse.

COUNCIL'S DISCRIMINATION.

When the work was well under construction the Common Council met one night and passed an ordinance extending the limits of the city to bring in the roundhouse property to make it subject to city taxes.

Work was immediately stopped on the structure, and it was then that a policy was inaugurated on the part of the railroad that has reduced the third city of the State from an important railroad town to the point where it is now referred to as "A water plug for the Empire State Express."

The first to feel the effects of the new policy of the road were the Blue Line freight offices, which are really a part of the Vanderbilt system. The clerks to the number of 50 were ordered to Buffalo. Then the office of Assistant Superintendent of the Western Division was abolished and moved to Syracuse, where it is at present under the name of trainmaster.

Then the operators with their chief, Joseph Drexelius, were moved to Buffalo, and finally, the division which formerly ended here was also extended to Buffalo, and soon after the importance of Rochester as a railroad center steadily dwindled.

From that time, 17 years ago, until the present every important office that was formerly in this city has been moved out. There are now only three operators at the Central station where formerly there were 23, and nothing is left here but the station itself.

In 1880 there was on an average $70,000 spent monthly by railroad men and their families in Rochester. Today $20,000 is a liberal estimate. Then there were 125 train crews who made their homes here, and today out of the 125 there are about 25 left.

Truly, it was an expensive fend in which both the city and railroad have been nearly equal sufferers. The Times, Oct 5, 1901

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

KNIGHTS OF MALTA.

Business of the Session at the Chamber of Commerce This Morning.

The business of the session of the Knights of Malta this morning was of a miscellaneous nature. The finance committed reported, showing a surplus of $1,500 after all liabilities have been paid.

The following letter from the Imperial Black Encampment of Glasgow, Scotland, was received:

Glasgow, Scotland, Sept. 14, 1901.
A. O., 853.

To the Supreme Grand Commander, Officers and Sir Knights of the Supreme Grand Black Commandery of America, Ancient and Illustrious Order Knights of Malta, in Convocation Assembled:

We, the Imperial grand master, assistant grand master, grand generalissimo and officers of Grand Council of the Imperial Parent Grand Black Encampment of the Universe, do express our deep sympathy with you, as companions of the order, for the sad and lamented death of that great and good President McKinley, and also our sympathy with the people of the United States of America in the hour of their mourning and sorrow; and we pray Almighty God that He may strengthen your hands as a people to stamp out now and forever those vile assassins. We all deplore the loss of so noble a statesman, and must say a great man and prince among men has fallen this day in America.

Wishing you a good and profitable meeting and may the God of Abraham, of Isaac, and of Jacob, guide and direct all your deliberations, so that they may tend to the benefit of our order, and to His glory.

We remain yours in the bonds of Christian Knighthood.

W. G. Ingram, Imperial Grand Master.
Wm. Shirley, Imperial Grand Recorder.

John M. Devore, formerly of this city, but now of Auburn, has been nominated for supreme grand prelate. This evening the delegates and guests will banquet at the New Osburn House. A reception for visiting ladies will be held at Odd Fellows' Temple. To-morrow evening there will be a session of the College of the Ancients, when three degrees will be conferred and a banquet served. The Kara Kan Siesta, "77," will confer a degree and dine also at Odd Fellows' Temple. To-morrow will be the last day of the session proper, but most of the representatives and supreme officers will remain here until Friday morning.

State Commerce Conventions.

The Rochester delegates to the State Commerce convention now in session in Buffalo went to the Pan-American city yesterday. The local delegates are A. B. Lamberton, George W. Rafter, Charles E. Angle, John M. Ives, John A. C. Wright, John J. McInerney, Henry C. Maine and Horace McGuire.

AT COMMERCE CONVENTION.

Rochester Delegates to Buffalo Named on Four Important Committees.

At the State Commerce convention in Buffalo yesterday these Rochester men were named on committees: John M. Ives, on miscellaneous resolutions; J. J. McInerney, on taxation; Charles E. Angle, on railroad; Harvey W. Brown, on canals.

John D. Kernan, of Utica, president of the convention, opened the meeting with an address explaining the objects of the convention and reporting the progress thus far made. He dwelt especially on the waterway question as the more serious problem that the convention would have to confront, because the future of New York state depended on its solution. In the discussion of this question he urged the delegates to lay aside all selfish prejudices and immediate interests, and warmly commended Governor Odell's broad treatment of the subject in his recent speech before the exchange in this city.

"While I do not feel," President Kernan concluded, "that the advocates of a barge canal have other than the best interests of all classes and sections of our state in view in their advocacy of it, or have reached their conclusions hastily or at all selfishly, yet I recognize fully the wisdom of following the governor's advice to treat the subject broadly, giving due consideration to all localities and interests, and yielding to the judgment of others where it may be done without sacrifice of principle, to the end that we may reach such an amicable, just and wise conclusion as shall commend itself to him and to the people of the entire state, whose chosen representative he is."

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URSDAY, OCTOBER

SUPREME COMMANDERY SESSIONS END TO-DAY

Knights of Malta Will Elect Officers at Convocation This Morning.

LETTER FROM SCOTLAND

Imperial Black Encampment at Glasgow Sends Expression of Sorrow at Death of President McKinley—Banquets and Outings Arranged.

The national convocation of the Knights of Malta was continued yesterday and will close this evening. Officers for the coming year will be nominated and elected at the [illegible] of Commerce this morning.

[illegible] waiting absent speakers the press [illegible] called for resolutions not on the programme. Mr. McCarroll, of New York, stated that he wanted to urge the metric system, and would prepare a resolution to that effect.

E. H. Bucklin offered a resolution providing for proper consideration of the claims of Cayuga and Seneca lakes, when final resolutions on the canal are adopted.

After the appointment of a committee on nominations and the referring of a number of resolutions, the convention adjourned until to-morrow.

KNIGHTS OF MALTA CLOSE CONVENTION

Finished the Work of the Eighteenth Annual Meeting.

ELECTION OF OFFICERS

George J. Jones the Unanimous Choice for Supreme Commander—Portland, Me., the Next Meeting Place of the Sir Knights—Committees Appointed

The eighteenth annual convention of the Knights of Malta of the United States was brought to a close yesterday afternoon. During the morning officers were elected and Portland, Me., was selected as the next meeting place of the knights.

These are the officers for the ensuing year: S. C., George S. Jones, Boston; S. G., John Gowland, Philipsburg, Pa.; S. C. G., David F. Melville, Braddock, Pa.; S. P., Frank R. Hayden, Worcester, Mass.; S. E., Frank Gray, Chester, Pa.; S. T., Wilson J. Rugh, Pittsburg; E. Sr., W. W. E. Higgins, Worcester; S. Jr., W. Arthur E. Wilson, Washington; warder, M. H. Kuder, Allentown, Pa.; sentinel, Alfred B. Jones, Philadelphia; St. B., George W. Welch, Scranton, Pa.; Sir B., James B. Bell, Trenton; first G., Moses Bullock, Wilmington; second G., Edwin M. Abbott, Providence; trustee, Charles W. Bassler, Sanbury, Pa.; superintendent instructor, G. H. Pierce, P. S. C., Philadelphia; imperial representatives, E. W. Samuel, P. S. C., Mt. Carmel, Pa.; John H. Hoffman, P. S. C., Harisburg, Pa.; Robert Keenan, Wilmington.

The report of the committee on the state of the order was accepted, all decisions of the retiring supreme commander were approved and charters were granted all the bodies instituted during the year. These are:

Mt. Hebron, No. 297, at Mattepan, Mass.; Good Samaritan, No. 298, Ware, Mass.; Governor Crosby, No. 299, Belfast, Me.; Robert Burns, No. 300, Park River, N. D.; Bangor, No. 301, Bangor, Me.; Albany, No. 302, Albany, N. Y.; Fedelity, No. 303, Fargo, N. D.; King David, No. 304, Waynesboro, Pa.; Sir William Wallace, No. 305, Ironwood, Mich.; Temple, No. 306, Binghamton, N. Y.; Governor Wolcott, No. 307, Boston; America, No. 308, Palmerton, Pa.; Israel Putnam, No. 309, Dawers, Mass.; Carnegie, No. 310, Carnegie, Pa.; William McKinley, Beaver Falls, Pa.; Elbridge Gerry, No. 312, Marblehead, Mass.; Mystic, No. 313, Reynoldsville, Pa.

It was decided by vote to organize a ladies' auxiliary of the Knights of Malta. The matter was referred to the committee on secret work, to draw up a ritual and do the other necessary work. The new officers of the auxiliary installed and a resolution of thanks was extended to John Knox commandery, No. 12, of Wilkesbarre, for its dress parade and drill Tuesday. The new supreme commander appointed the following committees:

Credentials and returns—John Liebensberger, Hazelton, Pa.; Frank L. Reisinger, Bath, Pa.; D. C. MacDonald, Boston.

Supreme commander's address and state of the order—L. E. Stitz, Philadelphia; James A. Farley, Lansburg, Pa.; Albert G. Hutchins, Nashua, N. H.; Edmund W. Samuel, Mt. Carmel, Pa.; Charles H. Edmonds, Philadelphia.

Finance—John H. Hoffman, Harrisburg; John W. Hicks, Boston; A. S. Van Arsdalen, Hoyt P. O., Pa.

Law—Irvin C. Risen, Trenton; John J. Bessel, Wilkesbarre, Pa.; Harry N. Miller, Reading, Pa.

Appeals—Alfred T. Hamilton, Lewistown, Pa.; Charles S. Messinger, Tatamy, Pa.; Charles H. Mosher, Paterson, N. J.; George Ebersol, Harrisburg; W. M. Macomber, Boston.

A very handsome past commander's jewel was presented to Commander John H. Hoffman, of Harrisburg, who yesterday relinquished office. The jewel has a cross of rubies studded with diamonds. Resolutions were adopted expressing thanks to the sir knights of Rochester for their courtesies during the convention.

The following resolution was adopted on the death of McKinley:

Whereas, The nation has suffered an irreparable loss in the murder of its honored president at the hands of a fanatical assassin, thereby plunging the country into profound mourning, and

Whereas, All good citizens, regardless of party affiliation, unite in deploring the untimely taking off of that eminent statesman, that Christian gentleman and that patriotic man; and

Whereas, The fraternal societies of this land grieve for the removal of one who has shown himself in his affiliations so noble an example and shining an ideal for members of worthier patriotic orders to emulate; therefore, be it

Resolved, By this supreme convocation, that we express our own esteem and honor for the illustrious dead and our utter detestation of the brutal attack and perilous principles of the assassin and his fellow conspirators.

Last night the College of Ancients held a banquet in the dining-room of the New Osburn house. Only past commanders are eligible to this organization, which is a side issue of the Knights of Malta. The college meets semi-annually.

Many of the sir knights will leave to-day for the Pan-American and Niagara Falls.

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THE MERCHANTS AT BUFFALO

PROCEEDINGS OF STATE COMMERCE CONVENTION.

MR. KERNAN'S ADDRESS

GOOD RESULTS OF UNITING OF CHAMBERS OF COMMERCE.

FOR A BARGE CANAL

Opening Session of the State Chamber of Commerce Convention at the Pan-American City—Topics of Much Interest Discussed—Proposition for Improving the Erie Canal.

Buffalo, N. Y., Oct. 16.—At the Merchants' Exchange to-day the third annual State Commerce convention assembled to discuss questions of interest to the state and its business men and shippers. Representative men of the state were present and the deliberations of the convention promise to be for the greatest interest.

The convention was called to order by John D. Kernan, of Utica, president, who made a brief address, recounting the good which had resulted from the banding together of the boards of trade and chambers of commerce of the various states of the Union and predicting still greater benefits and increased prosperity.

J. J. H. Brown, in the absence of O. P. Letchworth, president of the Merchants' Exchange, welcomed the delegates. The roll call which followed showed the presence of many distinguished men. After the appointment of George Gerry, Lawton Purdy, of the New York Tax Reform Association, delivered an address on "Taxation," in which he said:

"On June 6, 1900, the State Commerce convention made a notable declaration on the subject of taxation, the most important resolution being:

"That the best way to reform the status of local taxation is to grant local option in taxation to the cities and counties of the state.'

"The influence of that resolution has extended far beyond the borders of this state. Local option in taxation is growing rapidly in popular favor and, justly so, for it is the application to the tax problem of the time American principle of local self-government.

"The State Commerce convention also adopted resolutions declaring for interstate comity in taxation, which foreshadowed the resolution of the national tax conference held in this city last May. That conference was composed of delegates appointed by the governors of thirty-five states, and their declaration for interstate comity is eminently fair and so urgently needed that I hope this convention will reiterate it. The resolution is as follows:

"'This conference recommends to the states the recognition and enforcement of the principles of interstate comity in taxation. These principles require that the same property should not be taxed at the same time by two state jurisdictions and if the title deeds, or other paper evidences of the ownership of property or of an interest in property, are taxed they shall be taxed at the site of the property and not elsewhere. These principles should also be applied to the transfer of property in expectation of death or by will or under the laws regulating the distribution of property in case of intestacy.'"

William McCarroll, of New York, discussed the "Methodizing of Legislation," and believed it would be opportune to suggest to the governor and the legislature the importance of so methodizing legislation that bills would not consume the time of the assembly.

Charles C. Wick, of New York, advocated the removal of the cob dock at the Brooklyn navy yard because it was no use to the yard and was a hindrance to river commerce.

M. M. Drake, of Buffalo, advocated the importance of improving the Erie canal so that a 1,000-ton barge could pass through it.

In the absence of Marcus M. Marks, of New York, who was to speak on "Trade Associations and Co-operation," Samuel Fleischman, secretary of the National Clothiers' Association, addressed the convention on that subject, referring especially to the clothing business.

S. E. Pitkins, of Medina, advocated a canal large enough for future needs, the

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FAVORABLE OUTLOOK FOR PROPOSED TROLLEY LINE

Sentiment Along the Route of the Rochester-Corning Electric Road Gratifying to Promoters.

According to the promoters, the preliminary work for the proposed Geneva, Corning and Rochester electric railroad is progressing well. The four men at work getting consents along the proposed route have reached the town of Canandaigua and it is expected that they will finish in about two weeks. The surveyors are right behind them, at Wallace, just above Wayland, and they believe they will reach Rochester in four weeks' time.

So far there is not the slightest opposition to the building of the road, it is reported. Erwin E. Shutt, attorney for some of the interested capitalists, said yesterday that once the road's representatives went over thirteen miles of the route last week and that he did not find a man who was not in favor of the project. This general feeling of the people along the route has given courage to the promoters and they are in high spirits. Being so successful over the greater part of their line they look for no opposition of importance anywhere, except possibly from a parallel road.

Mr. Shutt, when seen yesterday by a Democrat and Chronicle reporter, said that the prospects were the brightest for the construction of the road and that the surveyors hoped to reach Rochester within four weeks. The men obtaining consents were making about two miles a day, which is considered fast work, and that there is a city block long looked has also

[illegible] Buffalo, Oct. 17.—The State Commerce convention was called to order to-day by President Kernan. John A. C. Wright, of the Rochester Chamber of Commerce, addressed the convention on "The Waterway Question—An Adequate Solution from Niagara to the Sea." The speaker favored a 3,000-ton ship canal, maintained by the nation, through Lake Ontario and the Mohawk and Champlain and Hudson valleys.

TWO ROCHESTER SPEAKERS.

Dec Oct 18/01

Arguments in favor of Big Canal From Great Lakes to the Sea.

Buffalo, N. Y., Oct. 17.—The state commerce commission was called to order today by President Kernan.

John A. C. Wright, of the Rochester Chamber of Commerce, addressed the convention on "The Waterway Question—An Adequate Solution From Niagara to the Sea." The speaker favored a ship canal maintained by the nation. He urged a waterway through Lake Ontario and the Mohawk and Champlain and Hudson valleys to the sea.

For the future Mr. Wright insisted that a 3,000-ton basis was the smallest possible one to be figured upon. Mr. Wright denied that three miles an hour was the limit of speed in ship canals, and said that the Soo canal vessels go seven and one-half miles against the current and twelve miles with the current. He asserted that instead of three or four miles being made in the Suez canal the actual speed was five or six miles an hour. Mr. Wright's argument was in favor of a canal ignoring Buffalo.

William C. Clark, of Constantina, moved that Mr. Wright's time be extended in order that he might explain what he would do to care for the 400,000 people of Buffalo, the Tonawandas, Medina and other places if the Toronto ship canal was built.

Mr. Wright said he did not desire any more time and answered Clark's question with the statement that the people of Buffalo and other places would be better off.

George W. Rafter, of the Rochester Chamber of Commerce, then read an address to the convention upon the topic: "A Comparison of the Barge Canal With the Deep Water Ways." His argument was in favor of the ship canal.

Lewis Nixon, of New York, spoke on "Water Borne Freights." He advocated a 1,000-ton barge canal as the best and most feasible solution of the canal problem. A ship canal, he insisted, was impracticable owing to the impossibility of properly dredging the Great Lakes.

The following resolutions presented by Lawson Purdy, chairman of the committee on taxation, in behalf of the committee, were adopted:

Resolved, That the state commerce convention reiterates its resolution: "That the best way to reform the system of local taxation is to grant local option in taxation to the cities and counties of the state;" and to carry this resolution into effect recommends the passage of the bill for the apportionment of state taxes and for local option in taxation, prepared by the New York Tax Reform Association and unanimously indorsed by many organizations, some of which are members of this convention.

Resolved, That this convention indorse the following resolution on taxation unanimously adopted by the National Tax Conference:

"This conference recommends to the states the recognition and enforcement of the principles of inter-state comity in taxation. These principles require that the same property should not be taxed at the same time by two state jurisdictions and that if the title deeds or other paper evidences of the ownership of property or of an interest in property are taxed they shall be taxed at the situs of the property and not elsewhere. These principles should also be applied to any tax upon the transfer of property in expectation of death or by will or under the laws regulating the distribution of property in case of intestacy."

THE CANAL CONVENTION.

The canal convention at Buffalo has closed its discussions and adopted resolutions favoring a barge canal to float boats of 1,000 tons burden. It is stated, however, in the body of the resolutions that they are not to be considered an ultimatum.

Such reservation is wise; for, as a matter of fact, the prospects of a barge canal are as meager as those of a ship canal. Governor Odell made this very plain during his address on New York day at the Pan-American, just a week before the canal convention assembled. He also plainly intimated that his proposition of a year ago for the completion of the nine feet improvement of the Erie would receive consideration.

The barge canal may be the ideal canal, and we believe it is, but there is need of a real canal, one that is immediately available if the canal is not to be abandoned through the disappearance of existing canal craft. Completion of the nine feet canal will be a great achievement, not costly, but a substantial advance in provision for water transportation. So the canal convention was also in striking a deadlock.

FAVORED ROCHESTER

ITS CLIMATE THE IDEAL FOR HEALTH AND HAPPINESS.

Even Its Cloudiness is an Advantage in the View of That Distinguished Sociologist, Professor Fairchild—Facts and Figures in Proof.

Bishop McQuaid once remarked that the climate of Rochester was on the whole a good one, save for the one month of March. But Professor Fairchild makes no exception. He asserts and gives facts and figures to prove that the climate of the Flower City is an

[illegible] local one. The summary of the paper, which the professor read before the Academy of Science on this subject, the other day, has attracted so much attention that the readers of The Post Express will be glad to see the entire paper, which is herewith reproduced. In-



PROFESSOR H. L. FAIRCHILD.

cidentally and by way of introduction, a short sketch of the professor himself will not be out of place:

Herman Le Roy Fairchild, teacher and geologist, was born at Montrose, Pa., April 29, 1850, of New England ancestry. At the age of nineteen he left the homestead farm and spent one year as clerk in a railroad office at Scranton, Pa. In 1870 he entered Cornell university, from which he graduated with honor in 1874 with the degree of bachelor of science. The years spent at Cornell, during the early life of the institution and in the laboratory of Charles Fred Hartt determined his inclination toward science and geology in particular. During two years succeeding the graduation he was professor of natural sciences in Wyoming seminary, at Wilkesbarre, Pa., whence he went to New York and engaged in science lecturing in the schools and institutions of the city and vicinity. During these year, 1877-1888, he was active in scientific work and published numerous articles in paleobotany, zoology, and geology. He became secretary of the New York Academy of Sciences and was instrumental in reviving the work and influence of that society, publishing a handsome illustrated volume of its history in 1887. In 1888 he was called to the chair of geology in the University of Rochester, where in addition to the work of instruction he has been active in the investigation of the Pleistocene geology of Western New York, publishing extended articles in geological journals. The more important articles describe the glacial lakes which were held at the ice front during the retreat of the glacial ice sheet across New York state. Professor Fairchild has been prominent in the work of scientific societies. In The American Association for the Advancement of Science he was the local secretary for the New York and Rochester meetings and was secretary of the council, 1892, general secretary 1894 and vice-president and chairman of section E (geology), 1898. Since 1889 he has been president of the Rochester Academy of Science, and has been secretary of the Geological Society of America.

The paper follows:

CLIMATE AND WEATHER.

The atmospheric conditions of any place or region when averaged through a long period of time is called the "Climate." In other words climate is the average value of the meteorological elements of the place. Thus we say that a certain locality has a hot or a cold climate, or wet or dry, according as the average conditions of the locality vary from the normal for that latitude, or for the continent, or possibly for the whole world.

"Weather" is the term applied to the changing or fluctuating conditions of the atmosphere, the succession of phenomena, during short periods of time. Localities may have "climate" and not have "weather." Rochester has both. Places which have only two seasons during the year, perhaps a wet season and a dry season, with the atmospheric conditions repeated day after day during each season, have, speaking correctly, only climate. The people of such regions do not have one prolific topic of small talk which helps to make life worth living. Rochester has an abundance of "weather," or frequent changes in the conditions of the atmosphere, and yet has at the same time one of the most equable and finest continental climates in the world. The daily changes here are not great for continental climate and the seasonal averages are near the normal. We will make some comparisons below.

METEOROLOGICAL ELEMENTS.

The elements of meteorology which make climate are as follows: (1). Temperature. (2). Moisture, in its varied form as invisible vapor, dew, fog, frost, rain, snow, hail, etc. (3). Evaporation. (4) Cloudiness. (5) Wind. (6) Barometric pressure, or the varying weight of the atmosphere. The last has little direct or visible effect upon climatic conditions, but it has great indirect effect by its control of the other elements.

The many combinations of these elements in their varied intensity produce the many kinds of climate which give variety to the physical conditions of the world.

TYPES OF CLIMATE.

The two main types of climate are the continental and the oceanic. The con-

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...ifferent type as characterized by extremes of temperature and by great differences in the element of moisture and the distribution of precipitation. The oceanic type has comparative uniformity; small differences between winter and summer, on account of the great thermal capacity of water and its functions of disturbing and equalizing temperature. A few figures in comparison of the two climatic types will be interesting:

Place.	Temperature. Average Maximum.	Average Minimum.
Equatorial seas	90 and less.	68
Northern Continents	112	40

Absolute maximum for Continent, 122, in Sahara and Death Valley.
Absolute minimum for Continent, 72 in North America, 83 in Siberia.

Monthly Averages of Temperature.

	Highest.	Lowest.	Ampli-
Key West	84.5 (Aug.)	68.7 (Jan.)	14.6
St. Paul	71.9 (July)	11.7 (Jan.)	60.2
Ft. Conger	37.1 (July.)	-40.1 (Feb.)	77.2
Death Valley	102. (July.)		
Werchojansk, Sib.		-60. (Jan.)	

	Normal Yearly Amplitude.
North America	152
Asia	171
South America	83
Equatorial Ocean	38

Rochester lies so far inland that it might be expected to have a mid-continental climate, with the usual extremes of temperature and rainfall, but we find that it has an unusually moderate climate in all elements. This will be shown by comparison with other typical localities in the United States.

Coast cities, as Boston and New York, while not subjected to the extremes of temperature, suffer rapid and severe changes caused by the sudden shifting winds between land and water, since they lie in the belt of conflict between oceanic and continental climates.

TABLES OF COMPARISON.

Temperature.

Seasonal Averages. Absolute Yrly Extr's Avg

Place.	Spring.	Summer.	Autumn.	Winter.	Highest.	Lowest.
Rochester	49	67	52	27	98	-12
Buffalo	—	—	—	—	94	-11
Chicago	—	—	—	—	100	-23
Boston	—	—	—	—	102	-13
Omaha	51	74	52	24	105	-23
St. Vincent	75	63	78	73	103	24
Los Angeles	60	70	65	55	108	28
San Francisco	—	—	—	—	99	29

Spring and Autumn Averages.

	March.	April.	May.	Nov.	Dec.	Mean of Year.
Rochester	39	43	58	41	32	47
Omaha	43	51	62	37	27	50

PRECIPITATION.

Place	Normal (Inches.) Highest.	Lowest.
Rochester	3.34 (May)	2.44 (Sep)
Boston	4.62 (Nov)	3.03 (Sep)
New York	4.80 (Aug)	3.00 (May)
Buffalo	3.80 (Oct)	2.40 (Apr)
Chicago	3.70 (Jul)	2.39 (Dec)
Omaha	3.70 (Jul)	0.70 (Feb)
Los Angels	5.00 (Jan)	trace (Jul)
San Francisco	4.09 (Feb)	trace (Jul)
Portland	8.30 (Dec)	0.30 (Jul)
St. Vincent	8.06 (Dec)	0.09 (Jul)
Yatoosh	3.70 (Jul)	0.60 (Win)
Yuma	13.40 (Dec)	2.10 (Jul)
	0.00 (Feb)	trace (May)

Average Rainfall (in inches).

	Spring.	Summer.	Autumn.	Winter.	Total.
For the whole U. S.	9	10	9	8	36
Rochester	9	9	8	9	35
Yatoosh, Wash.	-	-	-	-	82
Yuma, Ariz.	-	-	-	-	3

Probability of Rainy Days (Percentage).

	Highest.	Lowest.
Rochester	45 (Jan.)	32 (Aug.)
Boston	41 (Jan.)	32 (Aug.)
San Francisco	41 (Jan.)	23 (Aug.)
Portland	69 (Jan.)	13 (Aug.)

Greatest Daily Rainfall (in inches).

Rochester, 4.15, August 19, 1883.
Alexandria, La., 21.00, in two days.
Helena, Ark., 12.00, in 40 hours.
Maynort, Fla., 16.00, in one day.
Hatteras, N. C., 9.00, in one day.
New Orleans, 9.00, in one day.
Ft. Wallace, Kan., 9.00, in one day.

Cloudiness (Percentages).

Normal Monthly Extremes.

	Highest.	Lowest.
Rochester	82 (Dec.)	44 (Aug.)
Boston	76 (Dec.)	31 (Aug.)
Yankton	81 (Mar.)	39 (Sept.)
San Francisco	48 (Jan.)	23 (Oct.)
Portland	73 (Jan.)	35 (Aug.)

Seasonal Distribution.

	Spring.	Summer.	Autumn.	Winter.	Average.
Rochester	57	47	62	74	65
Boston	54	46	51	65	51
Yankton	52	42	41	47	46
San Francisco	43	43	35	47	42
Portland	54	44	55	72	56

During 25 years Rochester has had 100 per cent. once for 10 days; 98 per cent. once for 20 days; above 90 per cent. 11 times. Nearly all being in the winter.

The greatest percentage of cloudiness at Rochester for thirty days is 91 per cent., ending February 3, 1886.

The least percentage is 28 per cent., ending October 6, 1894.

DISCUSSION OF ROCHESTER DATA.

The Rochester data in the tables above are based upon the Weather Station records of the last twenty-five to thirty years. "Their range of error is very small and they are practically reliable. When everything is taken into account they make a remarkably favorable showing for this city.

In the three most important elements of climate, those which have most direct and immediate effect upon industries, including agriculture, and upon personal comfort, Rochester is especially favored. These are temperature, precipitation and winds.

Temperature—Probably no other inland city near the same latitude has such moderate temperatures as Rochester. When we consider the intense summer heat of most inland places, and the very severe winter cold, the latter being carried far south in the Mississippi valley, the exemption of our city becomes apparent. Even Washington, being no nearer the sea and far southward, has a much lower minimum record than Rochester. The higher yearly average of Washington is due to its greater summer heat. The difference in winter cold is not so great as the figures would indicate, for the true temperature, and the tables show that no inland city has great uniformity. The coast cities excel in this respect, but their superiority in this is neutralized by defects in other elements, as will appear later.

Precipitation—The average annual precipitation of the whole country is 36 inches. Rochester has 35 inches. Not only is the total fall the proper amount but it is very evenly distributed through the year, as evenly indeed as can be shown without using fractions. The lowest seasonal fall is in the autumn when it is least needed. A comparative analysis of the figures in various ways only confirms the statement that in that very important element of climate Rochester's record is the ideal. In saying this it is assumed that a well distributed rainfall in desirable. No place has an ideal climate which has its rainfall concentrated in a portion of the year, like Los Angeles, for example. Of course the people and the industries become adjusted to their climatic conditions and they may become perfectly satisfied with or even praise a climate with some very defective conditions. Witness the Californians. But figures will not lie even if liars will figure, and no amount of grumbling by Rochesterians can deny the fact, as shown in the tables, that in the total precipitation we have the ideal condition. We do not have to resort to irrigation to carry on agriculture, nor make special provision against drought on the one hand, and cloudbursts on the other.

Winds—In the element of winds Rochester is also favored, the records showing moderation. The region is protected from severe gales.

Cloudiness—There are two elements wherein Rochester appears at a disadvantage. One is the excessive cloudiness, the other the large number of rainy days. These are essentially one condition which is expressed by saying that our skies are gray and somber, especially during the autumn and winter.

In the case of the large percentage of rainy days the figures are to some degree misleading, since they do not discriminate between heavy storms and snow flurries or rain sprinkles amounting to 0.01 inch. The stormy-day record is largely increased by the frequent light lake snows of the colder months, which scarcely interfere in any wise with either our business or pleasure.

However, with all allowance, it remains true that we have frequent rains and that in percentage of cloudiness we lead the country. Now what can be said here in reply to the Rochester grumbler? Just this, that upon the whole cloudiness is a great advantage. Astronomy is not an important industry here. The advantages are much greater than the disadvantages. The latter are chiefly a matter of imagination or sentiment. The former are real. The clouds interfere but little with most occupations and not as much with the real comfort of people as they think. Continuous clear skies in summer are not desirable. Clouds not only temper the heat but add to beauty and variety to nature which nothing else can supply. We can not have the splendor of the evening clouds and the grandeur of the thunder storm without having sometimes an excess of cloudiness. The summer cloudiness is wholly an advantage and benefit. The somber skies of the colder months are not so much an actual as an imaginary disadvantage.

Mr. Parker writes: "Half the beauty of the world is in its clouds. An unchanging brazen sky is one of the most tiresome things in nature, and prevents the following of steady occupations with satisfaction, because of its oppressive monotony. In winter the canopy of clouds protects us from cold as effectually as the blankets on our beds, and is worth to Rochester thousands of dollars in the saving of coal and clothing."

Changes: The climate of Rochester has unquestionable superiority in the moderate temperature, the normal and well distributed precipitation, and the absence of severe winds. The excess of cloudiness and stormy days is really advantageous. There is, however, another condition which requires explanation. This is the frequent changes, which give us "weather." This is not at all peculiar to Rochester but pertains to all the northern and eastern parts of the United States, and especially to the region of the lower Great Lakes. These changes are due to cyclonic storms, which are the most interesting atmospheric phenomena of middle latitudes.

CYCLONES.

The word "cyclone" is a generic term, applied by meteorologists to any vortical movement of the atmosphere. The destructive cyclones of the West Indies are called hurricanes, those of the Asiatic seas are typhoons. The terrible whirlwinds of the Mississippi valley are called tornadoes. [illegible] whirls which we see in the streets on a breezy day are similar phenomena in miniature.

To the cyclones we are indebted for the extreme changeableness of our weather, if not to the existence of any weather whatever. They are very powerful, wonderful and interesting phenomena. A general understanding of their character and movements gives a new source of interest in nature, and the weather becomes a subject of fascinating study, as a matter of obedience to physical laws and not, as formerly regarded, a mere chance or haphazard thing. "The wind bloweth where it listeth" . . . is not true to-day, for we know the laws which control the atmospheric movements, and within rather narrow limits we can predict the changes. The telegraph enables us to quickly collect the weather data from any number of stations over the continent, and from the daily or semi-daily comparison we can prognosticate for one or two days ahead.

Cyclones are ascending vortices of warm and lighter air. They originate in regions where the lower air becomes heated by contact with the heated earth surface. The effort of the lighter air to break through the overlying cooler layer produces a vortex which is partly illustrated by the whirl of water running down through a hole. In the northern hemisphere the cyclones have a contra-clockwise revolution, while their progression or direction of passage across the continent is generally eastward, in the great earth-encircling current of middle latitudes. The barometric pressure in the cyclone decreases toward the center, which is called the "low." On the weather maps the different pressures, or barometric gradient, is shown by the lines of equal pressure, called "isobars." These represent differences on one-tenth of an inch of the mercury column, and properly form concentric circles. The cyclones may have a breath of even 1,000 or 1,500 miles, covering half the width of the continent. In the velocities of rotation and progression, and in all other respects, they greatly vary.

Surrounding the cyclones are areas of descending cold and heavy air with a generally clock-wise movement. This mass of heavy cold air following after the cyclone is called the "anti-cyclone" and is the "cold wave" with high pressure. On the maps the centers are marked "highs." When the cyclonic movements are active, in the winter months especially the "lows" and "highs" chase each other in more or less regular succession across the continent.

A steadily falling barometer indicates the approach of a "low," or cyclone center. The changing wind direction may indicate the same, and by watching the wind direction alone we can closely estimate the direction of the storm center. In the charts showing the laws of cyclonic movement it will be seen that the winds within the cyclone move in general along the isobars, but curve obliquely inward toward the center of the whirl. When one stands facing the wind the cyclonic center is on the right hand and somewhat backward.

Upon the eastward or advancing side of the cyclone the winds are southerly, warm and moist. Upon the western, or retreating side of the whirl the winds are from the north and cold and drying. By noting with some care the direction of the wind at any time we can judge the direction of the cyclonic center. By watching the changes in the direction of the wind we can form a judgment as to the path of the center or the progression of the cyclone. A few examples will illustrate this. In cases when the center of the cyclone passes over us the changes in wind direction will be as follows:

If the cyclone progresses east, the wins ...S, S, S, S.-N, N, N.

If the cyclone progresses north, the wind is E, E, E, E.-W, W, W.

If the cyclone progresses northeast, the wind is SE, SE, SE, NW, NW, NW.

In cases when the center passes south of us and is progressing northeast the wind directions will be somewhat E, E, NE, NE, N. NE, H.

In case the center passes north of us and progresses northeast the wind directions are quite reversed, being S, S, SW, SW, W, SW, W.

By observing both wind direction and barometric pressure the observer has some knowledge of the cyclone's progress. And if to the observations are added the day's weather map, the knowledge of the storms should be sufficient to predict with some assurance the immediate movement and behavior of the whirl.

The region of Lake Ontario and the St. Lawrence lies in the path of more cyclones, probably than any other district in the world. The winter whirls cross the continent, following in general the parallels of latitude, pass over the great lakes and move off down the St. Lawrence to the north Atlantic, where they usually die out, but sometimes push on to Europe.

There are two other less frequented paths in the United States, one from the Texas and lower Mississippi region, the other the Atlantic coast line, which is rarely followed by the West Indian storms. The map shows how these three paths converge in our region.

Since the beginning of this year the cyclones have been behaving in an unusual manner. Instead of rapidly moving off the St. Lawrence gulf region to the north Atlantic they have lingered on our Atlantic coast, and even retreated, sometimes. The reason seems to be that instead of the great area of low barometer lying over the north Atlantic as usual in winter, it has been lying on our east coast, while great [illegible]

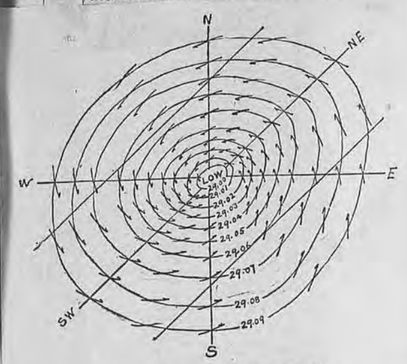

DIAGRAM SHOWING CYCLONIC WINDS.

...here, and are four times as frequent here as they are over Florida.

"The temperature changes here are remarkably small for a continental climate, perhaps as small as for any place in the world so far from the ocean. January and February are our worst months. During last January (1901) the average daily range from highest day to lowest night temperature was only 14 degrees, and the average change of the daily mean temperature from day to day was only 6 degrees. During February the similar range was less than 11 degrees and the daily change only four degrees. This is remarkable steadiness. Only twice in thirty years has the daily range been as much as 50 degrees, and both of these were rises. Once there was a range of 49 degrees, falling. The figures for other places in comparison are not quickly available, but it is known that the changes are generally much greater. At Boston, for example, the temperature was once 70 degrees above zero at 10 a. m. and 4 degrees below at midnight of the same day. This gives a range of 74 degrees in 14 hours. For really changeable weather we may cite White River, Ont., about twenty miles northeast of Lake Superior, where the following series of daily changes are recorded: —36 p. m., +30 in p. m. —42 the next a. m., +28 in p. m., —28 the next a. m., and +16 in the p. m. Many places along the northern border of our own country experience "weather" of the same character. On our east coast great changes occur suddenly because the ocean is warm and the land is cold in winter, and a change in the wind, which may come in a twinkling, changes domination from one area to the other.

"The records of the minimum thermometer for December of many years will probably be representative of Rochester weather, and will show with what moderation we are favored. The temperature changes in cycles, averaging 4.2 days in length. It falls slowly 2.4 days, then rises rapidly 1.8 days. The fall for each day averages 5.6 degrees, and the rise 6.7 degrees. The greatest fall in one spell was 41 degrees in five days in 1884, and the greatest rise was 50 degrees in one day in 1875. This shows a climate not of abrupt changes but one remarkably equable.

"That the temperature at Rochester is continually on the weave up and down in undeniable, but the ups and downs are, as a rule, almost too small to be dignified by the name of changes. Stationary temperature, (that is a range of less than 6 degree during 24 hours), may be predicted at Rochester all the time and the prognostications will exceed 60 per cent. correct. To find greater steadiness than this one will have to retreat to the ocean waters far from land. Rochester has not in any proper sense of the term remarkably changeable weather, but quite the opposite."

(The above quotation is from a letter to the writer, by Mr. Parker).

BAROMETRIC PRESSURE.

Although we are quite unconscious of the varying weight of the atmosphere it is a very important factor in weather conditions, and seriously affects life. The normal pressure at sea level of fifteen pounds to the square inch varies within a range of about four inches [illegible] from a pressure of 27.5 inches to [illegible] This change produced by the passage [illegible]

...would be experienced in passing from a depth of 1,478 feet below ground to 2,132 feet above, or through a vertical distance of 3,594 feet. A change of two inches of mercury is not infrequent in the passage of the more violent cyclones. The tremendous effects of such changes of pressure may be realized when we find that this difference of two inches amounts on a square mile to over 1,000,000 tons. Possibly the passage of waves of high and low pressure may determine the moment when the stresses in the earth's crust are relieved by sudden yielding.

INFLUENCE OF LAKE ONTARIO.

The positive factors in the temperature element of this region are in summer the warm waves and in winter the cold waves. Neither of them ever touch Rochester with great severity. The cold waves are due to the indraught of cold air from the northern regions by the cyclonic movements. The exemption of Rochester from the extreme low temperatures is due to the protection of Lake Ontario. In this respect the city stands quite alone, for while other cities feel some of the benign effects of the great lakes, none receive so much benefit. The explanation for this partiality is the peculiar situation of the city with reference to the lakes in connection with the direction of the cold waves. Lake Ontario lies directly in the way of the cold anticyclonic waves that pass over this place. It is impossible for the cold waves to sweep across the lake, during the time when the coldest waves occur, without having the lower air warmed by the surface waters. The greatest severity of the cold can not strike the city, although it may be felt on the higher ground farther south.

To appreciate this warming effect of the lake one should realize its heat-storing capacity. Orin Parker has made an estimate as follows: The mass of water is taken as 650 cubic miles. The cooling of this mass through only five degrees of temperature would eliminate as much heat as the combustion of 2,500,000,000 tons of coal. This is five times the total quantity mined in a year in the whole world. If these figures are not precise they at least give some idea of the magnitude of the forces which are at work. We have the sun heat stored during summer and returned to us when most needed, for the cold waves are moderated by the lake heat until late winter or spring when the severest waves are past.

No other city has lake protection to the same degree. Lake Erie is too shallow to store so large an amount of heat, or Cleveland might have some similar protection, but Cleveland is also exposed to the cold waves which sweep down the Mississippi valley. Buffalo is reached by the cold waves through the space between Erie and Ontario. Oswego is so far east that the cold waves reach it around the east end of the lake. Indeed the lowest temperatures at Rochester have been due to the cold waves passing east of the lake and then backing up on us. Syracuse is too far south and east. Lake Michigan lies nearly on a meridian and its shores are therefore exposed, while Huron and Superior, lying so far north, do not absorb so much summer heat. Rochester has the beneficial effect of the three upper lakes and in addition the fullest protection of Lake Ontario. Certainly no other city in America has a location so peculiarly fortunate in respect to lake protection.

WEATHER PREDICTION.

The only prognostication of the weather (not climate) which has any basis in knowledge, or any reliability, is that based on the observation of approaching cyclones. At the farthest this can be for only two or three days ahead. With some approach to precision the weather may be anticipated for forty-eight hours. The weather bureau makes predictions for thirty-six hours.

In reading the weather predictions it should be kept in mind that they are of necessity made to cover considerable territory. Within the broad area minor chances, especially of precipitation, may occur. In judging the success of the weather predictions most people take note of the misses but neglect the hits.

Attempts to predict daily weather for weeks ahead has no scientific basis whatever. It is pure guess work.

CLIMATIC CHANGES.

The ideas of people, especially elderly persons, that the winters are not now so cold, or the snows not so heavy as when they were young is wholly a mistake. The difference is with the experience or condition of the individual.

The records of the weather taken in some countries for centuries, and in this country for about a century indicate that there is no perceptible change in climate. There are secular variations, in which a few years may vary slightly from the normal, but no permanent changes which the observations can yet detect. That slow changes do occur is likely, but they are so gradual that it will take centuries, perhaps, to prove them.

COMPLAINTS OF THE WEATHER.

If Rochester has no choice a climate why do so many people speak ill of it? One does not often hear a Californian say unpleasant things of his climate. One answer might be that the Californian is whistling to keep up his courage, and that the Rochester climate is good enough to endure abuse. Another answer is that Rochester may have a beautiful climate but that its weather is sometimes pretty bad. Still another reply is that the somber skies make people depressed, and that it has become the habit to grumble at the weather. There is a psychological problem [illegible] I would be [illegible] if the grumblers would complain of something [illegible]

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THE POST EXPRESS, FRIDAY, AFTERNOON, OCTOBER 5, 1900.

DEEP WATERWAYS RATHER THAN BARGE CANAL.

Advocated by George W. Rafter Before State Commerce Convention—Why an Enlarged Canal is Necessary—Some Details of Construction—Objections to Barge Canal Project—Deep Waterways Scheme Declared to be Practicable.

The following paper by George W. Rafter was read before the state commerce convention in Buffalo Oct. 1, 1900:

In obedience to the commands of the Rochester Chamber of Commerce, its delegates are present here to-day to advocate the construction of what is known as the deep waterways, rather than the barge canal. In doing this, the present speaker asks your consideration to a very few of the more salient points in a comparison of these two canals. Space will not be taken to describe either in detail any further than to point out that the natural route, for an economically constructed canal, undoubtedly lies through the state of New York. There is, indeed, another route, known as the Ottawa route. There is also a proposed canal connecting Lake Huron with Lake Ontario, via Lake Simcoe. The route via Ottawa river is, however, the most feasible and, considering the energy displayed by the Canadians, it is quite possible that it may be constructed. It is assumed that the delegates are familiar with recent canal history, and that the routes of these several canals are thoroughly familiar to all.

In the first place, we may briefly consider, why an enlarged canal is necessary. The answer to this question is found in great detail in the report of the canal committee, as submitted to the legislature by Governor Roosevelt, January 25, 1900, and also in the report of the New York commerce commission, submitted at the same time. In the commerce commision's report, it is stated that the commerce of the city of New York is decreasing, in a great measure, because there has been a discrimination against New York in railroad rates, imposed by an agreement known as the differential agreement between the trunk line railroads leading to the Atlantic seaports, including the New York railroads. This differential agreement, it is claimed, gives preference in railroad rates only to the cities of Philadelphia, Baltimore, Norfolk and Newport News, but Montreal and the Gulf ports are benefited by it to the injury of New York to as full an extent as if they were parties to the agreement. The differential agreement also provides the same rate for Boston as for New York and permits the Boston roads to allow free insurance and free storage to such an extent as amounts to a substantial discrimination against New York.

The differential agreement was signed on April 5, 1877, by William H. Vanderbilt, H. J. Jewett, Thomas A. Scott and John W. Garrett, representing the New York Central, the Erie, the Pennsylvania and the Baltimore and Ohio railroad companies. It established a system of freight rates governing all traffic, both east bound and west bound, bounded on the South by the Ohio river, on the West by the Mississippi river and on the East by an imaginary line, drawn through Toronto, Buffalo, Pittsburg and Parkersburg. Traffic destined to, or originating in, territory west of the Mississippi, was also subject to this agreement and it has since been extended to other trunk lines and to seaports, like Newport News and Norfolk, which have since become important. It has continued, with some modifications, substantially unchanged, until to-day. It governs the rate on all classes of freight and commodities, and regulates the movement of all grain and grain products in the United States, except those moving to the Gulf ports or the Pacific coast.

Power to Apply Remedy.

It is claimed by the commerce commission that the state of New York has it within its power, through an adequate improvement of Erie canal, not only to apply the remedy that will secure it against further loss of its commerce, but will further secure to it the restoration of that which has already been diverted. This result, the commerce commission believes, may be achieved through the completion of the improvement of the state canals, contemplated by chapter 79, of the laws of 1895, and at an expenditure not exceeding $15,000,000. But the commission further say that in order to receive the full benefit of this improvement, shedded canal terminals should be provided by the state both at Buffalo and at New York for the receipt, safe-guarding and delivery of package freight, transported or destined for transportation over the Erie canal.

The commerce commission also considers, that certain high charges at the ports of New York should be reduced, including the charge for elevating grain and also including the excessive rentals imposed for the use of public docks.

The report of the canal committee is largely occupied with suggestions as to how the proposed improvement may be best made, together with an argument showing that a one thousand ton barge canal may be expected to considerably reduce the cost of transporting grain, or other bulk freight.

Recapitulating this matter, therefore, the New York commerce commission considers that all the evils complained of may be remedied for $15,000,000 expenditure, while the canal committee believes that a barge canal with locks of one thousand tons capacity will double insure to New York city the supremacy which, for a number of years, she has been losing.

Major Thomas W. Symons, in a report upon a barge canal, made to the Federal government, under date of August 7, 1896, states that a fifteen hundred ton barge canal, substantially on the line of the present Erie canal, would be preferable, and that for the highest economy in transportation, special types of vessels are needed for use on the ocean, on the lakes and on the canals, and neither can replace the other in its proper waters without loss of efficiency. In Major Symons's opinion, the cheapest transportation may be obtained with lake vessels, transferring into fifteen hundred ton barges at Buffalo, and, for foreign freight, again transferring into ocean vessels at New York. Subsequently, when acting as a member of the canal committee, Major Symons reduced his estimate as to capacity of the boats, to one thousand tons.

The deep waterways propose an eight thousand ton barge, which shall be capable of navigating the great lakes, the canals and the ocean, without breaking bulk, and here probably is one important difference of opinion. The Lake Erie to the Hudson is to have a depth of only twelve feet, the construction of a twenty-one-foot ship canal from Georgian bay to Montreal, via the French and Ottawa rivers, would be commenced within a year.

"Over this route freight could be carried from Chicago to Montreal for about the same cost as from Chicago to Buffalo, a condition which would destroy all chance of developing traffic on a barge canal from Buffalo to the Hudson, except for the distribution of products for home consumption.

"If, instead of a twelve-foot barge canal, a waterway of sufficient dimensions be constructed to allow the passage of the best modern lake freight carriers, it would be impossible for any railroad combination to compete with any better success than with the present steamship transportation on the Great Lakes."

By way of showing that there is at any rate some question as to whether "a corporal's guard of congressmen" could not be obtained to vote for deep waterways, the speaker may be permitted to cite the following states, which, from their position, may be expected to be benefited by, and hence to be in favor of deep waterways, together with the number of members of congress from each.

State.	Number of Congressmen.
Arkansas	6
California	7
Colorado	2
Idaho	1
Illinois	22
Indiana	13
Iowa	11
Kansas	8
Kentucky	11
Michigan	12
Minnesota	7
Missouri	15
Montana	1
Nebraska	6
Nevada	1
New Jersey	8
New York	34
North Dakota	1
Ohio	21
Oregon	2
Pennsylvania—19 out of a total of	30
South Dakota	2
Tennessee	10
Utah	1
Washington	2
Wisconsin	10

We have, then, a total of two hundred twenty-four out of three hundred fifty-six congressmen, not including three delegates from the territories of Arizona, New Mexico and Oklahoma, all of whom may, by participating in the benefits, be expected to be in favor of deep waterways.

In additon, Massachusetts with thirteen congressmen; Connecticut with four; and Rhode Island with two, may be expected to sell their manufactured articles to the West cheaper because of the facilities offered by deep waterways. The speaker, therefore, believes it is clearly established that a very respectable vote on first ballot will be in favor of the larger project.

In the report on the survey of last year, the barge canal, including certain lateral canals and not including deductions on account of abandoned canals, is estimated at, roundly, $101,000,000. In his report as consulting engineer to the canal committee, the speaker showed that masonry core walls are necessary in canal embankments, the same as in reservoir embankments, where the best practice justifies their universal use. They are necessary in such large construction as is here proposed, as an absolute guarantee against breaks. A main line of transportation—a national highway—should not be subject to the possibility of broken embankments, with consequent delay of all traffic for five to fifteen days.

As to Canal Breaks.

In order to show the experience under this head on the New York state canals, the following table is submitted. This table includes all breaks reported by the superintendent of public works from 1888 to 1898, inclusive, except for the year 1899, for which the data are not at hand.

The most serious break was that at Adams Basin, on the Erie canal, in 1888, which stopped all navigation between Rochester and Buffalo for twelve days.

Year.	No. of breaks reported.	Total detention in days.	Percentage of total detention.
1888	4	44	11.4
1889	1	16	4.2
1891	4	64	16.6
1892	3	39	10.0
1893	2	18	4.8
1894	4	39	10.0
1895	3	12	3.1
1896	2	36	9.3
1897	4	95	24.5
1898	3	24	6.2
The 10 years	31	387	12.0

occurred at the same time—one at an aqueduct and the other a defective embankment—which required ten and one-half and nine days, respectively, to repair.

In 1893, a break of an embankment of the Glens Falls feeder required eleven days to repair.

In 1896, there were two breaks, and the total detention was only six days. One of these breaks was on the Black River canal and the other on the Eastern division of the Erie canal.

In 1897, a serious break occurred on the Forestport feeder, which required thirty-eight days for repairs. These figures are included in the total detention for that year.

In 1898, the total number of breaks was eleven, causing a total detention of seventy-four days, of which sixteen are included in the repairs of a break in the Forestport feeder embankment at the same point as the break in 1897. With the exception of two breaks on the Champlain canal, all the other breaks of 1898 were on the Erie canal, the total detention from Erie canal breaks being forty-three and one-half days. The Erie canal breaks were all through embankments, and, with one exception, were at points where culverts pass under. The detail of the foregoing breaks may be obtained from the annual reports of the superintendent of public works.

The statements given in the superintendent's reports show that muskrats, by their burrowing, frequently cause embankment breaks. So far as known, masonry core walls are the only effectual remedy for this difficulty.

Breaks at and about the ends of locks form also a considerable proportion of the whole. The carrying of a concrete core wall into the embankments at the lower ends of locks would correct this difficulty.

A strong argument for the additional expenditure required to construct core walls in embankments may be drawn from the foregoing tabulation of the number of breaks, etc., from 1888 to 1898, inclusive. Even when cases like the Forestport feeder break, in 1897 and 1898, are deducted, the clear indication is that embankments without core walls are too dangerous for a great through transportation line such as is here proposed. Such a line, to be satisfactory to all the interests using it, must be so constructed as to be beyond the mutations of ordinary accidents. It would be difficult to make any time-limit contracts with the possibility of delays of five to twenty days caused by breaks.

In considering the foregoing question on its merits it must be further remembered that doubling the quantity of water in the canal prism makes the destructive effect of breaks at least fourfold as great as at present. The cost of repairs and damages would, therefore, become very large.

If we deduct the breaks in Forestport feeder, which are now known to have been caused by malfeasance, the average for the ten years tabulated is over 10 per cent. Imagine a great trunk line railway out of service one-tenth of the time from preventable causes. The additional estimated cost of masonry core walls, over and above ordinary puddle walls, may, for present purposes, be taken at $5,000,000 or $7,000,000, or we have a total estimate for the barge canal of, roundly, $95,000,000 in all.

Further, there are the canal terminals at Buffalo and New York, which the Commerce commission says must be built in order to protect the commerce of Erie canal. They also suggest the propriety of the state building elevators. Moreover, it is tolerably certain that if the state goes into these improvements at Buffalo and New York, it will be expected to make other extraordinary improvements at Rochester, Lyons, Syracuse, Rome, Utica, Little Falls, Amsterdam, Schenectady, Albany and probably at several points on the Hudson river, thus easily raising the total estimate for a barge canal to over $100,000,000. For the sake of the argument, we will take it at an even $100,000,000.

The deep waterways, with twenty-one foot channel, by the preferable route, is estimated at, roundly, $201,000,000. Let us see what a short comparison of these two routes indicates. At 3 per cent. interest on $100,000,000 (cost of barge canal and terminals) will be $3,000,000. If we add to this the annual cost of maintenance and operation of $2,000,000, we have a total of $5,000,000, which the people of the state of New York must pay to the annual traffic, which may be estimated in the beginning at 5,000,000 tons, or ultimately for a barge canal at 10,000,000 tons annually. This amounts to $1 per ton per year in the beginning and ultimately to 50 cents per ton per year. Since it is proposed to make the canal free, it further amounts to a subsidy paid by the people of the state to the canal traffic.

With the deep waterways at an estimated cost of $201,000,000 and with 3 per cent interest, as before, and $3,000,000 annual cost of maintenance, operation, depreciation, etc. the project really costs $9,000,000 per year, or an ultimate million tons of freight per year, we have a cost of ninety cents per ton, and on ultimate freight of 20,000,000 tons, we have an annual cost of thirty-six cents per ton—that is, even in the beginning, the subsidy to commerce, increasing to ninety cents per ton on the business on the canal is unknown. In other case, it is apparent that with both canals free, there is a large contribution to the traffic, but with this difference. If deep waterways are built by the Federal government, the contribution is from indirect taxation, from the Federal revenues, and which, to a considerable extent, are a taxation on luxuries. The class, therefore, who can best stand it, really bear the burden.

By way of further comparison, let us turn for a moment to the New York state canals. According to table No. 3, in the report of the committee on canals, the total cost of the construction and improvements on New York state canals still in use, to 1895, was about $71,490,000. To 1901, we may take it at approximately, $75,000,000. We will take the annual interest charge in this case at 5 per cent, because a considerable proportion of the expense of the New York state canals extends back to the days when the interest rate in this state was 7 per cent. A very large proportion of canal expenditure paid this rate. We have, then, 5 per cent of $75,000,000, at $3,000,000. The average amount of property moved from 1883 to 1898, on the state canals, was 4,562,570 tons per year. Computing for the sixteen years from 1883 to 1898, inclusive—which is sufficiently illustrative—we find the contribution by the state to have been about 30 cents per ton. According to table No. 2, in the same report, the average cost for ordinary repairs and maintenance of the said canals, was about $420,000 per year, which from 1883 to 1898, inclusive amounts to an average of 22c per ton of freight carried, adding 22c to 66c, we have 21.63 per ton, as the approximate total subsidy paid by the state to every ton of freight moved. In sixteen years, from 1883 to 1898, inclusive, the total amount of freight paid to carriers under the free canal system, was $74,133,360, or, roundly, $2,760,000 per year, and which amounts again to about 66 per ton for cac. ton of freight actually carried—paid to the carrier. The approximate total cost per ton, then, was 21.76, of which the state paid $1.66 and the carrier 5c. In order to make canal navigation possible at all, therefore, it was necessary for the period considered that the state subsidize the carrier nearly 60 per cent. of the total cost—that is to say, taking into account interest, maintenance, operation, depreciation, etc., the actual freight paid to carrier was only about 40 per cent. of the total cost. The 60 per cent. was a contribution paid by the people of the state of New York to the canal commerce.

It will be understood that these figures are approximate. Time has not permitted the speaker to carry the figures out very closely, but it is believed they are approximately right. Even if on closer computation, they were to vary several cents, the validity of the argument is not in any degree impaired. The statistics are all from the report of the canal committee. The abandoned canals are not included.

Adequacy of Surveys.

As to the adequacy of deep waterways surveys, the speaker may state that they were mostly made by the engineers of large experience, and he has no doubt they are fully reliable. The work can be built for the estimates. The barge canal can also be built for the estimate of $100,000,000, but all of this account must be paid by direct taxation on the people of the state of New York. They must face about $5,000,000 per year for the privilege of carrying the products of the western states to market somewhat cheaper than they can now be carried. In order to offset this expense it is proposed to make Buffalo and New York transhipment points, thus earning a middleman's fees for handling western products. But no middleman ever developed into a great merchant, and the want of the present day is really great merchants.

But, New York and Buffalo claim that because they pay 71 per cent. of all the taxes in the state of New York, they are, therefore, entitled to have their way in this matter. It is granted that taxes are paid by these two cities to the great amount stated and that these certainly entitle their wishes to be very respectfully treated by the balance of the state, but we ask you to be somewhat broader than this. Do not be just middlemen, but be merchants. Moreover, in a matter of this character—however unwilling—you must consider the great West's objection. The speaker has the best of reasons for believing that the West will never submit to two transfers. She will sooner go to the ocean through Canada—a proceeding, it is needless to remark, which would please Canada and ruin New York.

The speaker has noticed with some surprise that several parties have recently referred to the difference in opinion which exists in the state of New York in regard to the barge canal versus deep waterways, as "the fight in New York," and we are advised to "get together," etc. The speaker is not aware that any fight exists in this state. There are legitimate differences of opinion, which are subject to discussion and which may, presumably be reconciled. In any case, New York is rich enough to build a barge canal as a contribution to western traffic, if she thought best. One hundred million dollars, the assumed cost of the barge canal with masonry core walls, terminals and elevators, is only two per cent. of the assessed valuation of the state, and $201,000,000, the assumed cost of deep waterways, is only 4 per cent. of such assessed valuation.

So far as the present speaker's opinion on this subject is concerned, he is opposed to the building of the barge canal by the state of New York because it is, on the whole, unjust. Even though New York and Buffalo do pay 71 per cent. of the taxes that is really no reason why the New York state

largely intended to bring western products to further cheapen his. Due to this western competition, his lot is already a sufficiently hard one. Broadly, therefore, we are not opposing barge canal per se, but only the injustice of taxing the New York farmer at all for such purpose. If the Federal government builds it, all these inequalities disappear. The canal is paid for from Federal revenues—by indirect taxation.

Further, let us examine as to just what proportion of the indirect taxation will be properly accredited to New York state. New York pays about ten per cent. of the Federal revenue. Hence, one-tenth of the cost of deep waterways, or a trifle over $20,000,000 would be properly paid by the state of New York, and this, too, let it be again repeated, is indirect taxation, is paid from the Federal revenue, and is largely taxation on luxuries and, therefore, distributes the burden where it can best be borne. For the barge canal, on the other hand, the taxation is direct, it falls alike on the small land owner and the large, and hence, falls in many cases, upon those least able to bear it.

Is It a Practical Scheme?

Is deep waterways a practicable scheme, may be properly asked at this point. The answer is that the president first appointed a commission of one engineer, one business man and one college president, who unanimously reported that it was, in every sense, practicable. He then appointed three able engineers to survey and locate the route. The scheme must, therefore be considered not only practical but practicable, and objections from non-technical persons will, it is believed, be hardly sufficient to overweigh such authority.

In any case, if congress fails to make an appropriation at its next session, the route of deep waterways and the barge canal is substantially the same from Oswego river to near Schenectady, and the state may properly begin the barge canal improvement here. In the end, congress will act and a gain of time may be made by this procedure.

In the foregoing paper, only a few of the more important points, relating to this matter, have been touched upon. It is obviously impossible to give a complete resume in the time allotted, but it is hoped that enough has been said to show that deep waterways is, at any rate, a practicable scheme, not beyond the necessities of the present day, and that, if constructed, its burden of taxation falls in such a manner as to be unfelt.

In conclusion, the attention of the delegates is invited to these last words of the lamented McKinley, which taking into account that they were spoken here at Buffalo, were hardly less than inspired.

"One of the needs of the times is direct commercial lines from our vast fields of production to the fields of consumption that we have but barely touched. Next in advantage to having the thing to sell is to have the conveyance to carry it to the buyer. We must encourage our merchant marine. We must have more ships. They must be under the American flag, built and manned and owned by Americans. These will not only be profitable in a commercial sense; they will be messengers of peace and amity wherever they go."

PORTO RICAN VISITORS.

w ill be Cordially Received When They Come to Rochester.

A special meeting of the executive committee and the board of trustees of the Chamber of Commerce was held late yesterday afternoon. The purpose of the meeting was to make arrangements for the reception and entertainment of the delegation of Porto Ricans that arrived in New York Monday. The gentlemen are members of the Porto Rican chambers of commerce, boards of trade and like organizations and are visiting the United States in the interest of closer trade relations between the two countries.

The party consists of twelve delegates and their secretaries, about fifteen gentlemen in all. They are to stay in New York city two or three days, then go direct to Boston and then to Springfield, Mass., arriving there on the 24th. They will leave there on the morning of the 25th, going to Albany, remaining there over night and then travelling westward to Syracuse, arriving there Saturday morning.

Their programme called for them to get into Rochester Saturday, but they are travelling in a Pullman car and would not be able to make this city until 5 o'clock in the afternoon of the last day of the week. Hence it is to be suggested to the delegates through a communication authorized to be sent by Secretary Ives, that they go through to Buffalo and come to Rochester the forepart of next week, at which time they will be cordially received and the industries of the city shown them.

Secretary Ives will not write directly to the delegates, but to Thomas Moore, of Buffalo, superintendent of the machinery division of the Pan-American, and George W. Fishbank, the Porto Rican commissioner of the exposition. Mr. Moore interested himself in the matter and several weeks ago wrote to George F. Alden, of this city, about the entertainment of the visitors.

The delegates will be met at the New York Central station by members from the Chamber of Commerce and escorted to a hotel, where they will be dined. Afterward they will be taken in carriages about the city.

Considerable interest is attached to this visit. It is expected to result satisfactorily to both the visitors and this country. Aside from its business character, the members of the Rochester Chamber of Commerce look forward to the visit with pleasure from a social standpoint. In the absence from the city yesterday of President Lamberton, Benjamin B. Chase presided.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

HEADQUARTERS IN ROCHESTER.

American Express Company to Move Its Western New York Office Here.

Rochester is again to have the Western New York office of the American Express Company. November 1st the headquarters will be removed from Buffalo to this city and J. B. Prentice will come along as division superintendent.

The change will bring to Rochester three or four families, for there are as many men as that employed in the headquarters on special work. The business in the Rochester office will be increased just that much. For several years Division Superintendent Prentice was located in this city, with the headquarters of the division here.

About four years ago the office was removed to Buffalo, on account of the death of M. B. White, general superintendent. When the change is made the first of the month the Eastern general manager will be located in New York, the assistant general manager in Buffalo and the division superintendent in this city.

It means a change back to the old order and is welcome to Rochester, which is always looking out for additional business and the acquisition of headquarters of large concerns. Assistant General Manager T. A. Ritson will go from New York to Buffalo. Mr. Prentice's family has remained in Rochester during the time that Mr. Prentice has been in Buffalo.

TIMES

Y., FRIDAY, NOVEMBER 8, 1901.

PUBLIC DEMANDS

PUBLIC MARKET ON THE RIVER SITE

Members of the Commission Join Hands With Chamber of Commerce Committee and Uptown Merchants In Protesting Against a Suburban Market.

To The Honorable Common Council of the City of Rochester.

Gentlemen: We the undersigned citizens and taxpayers respectfully request that you favor for a Public Market the site known as the river site, located between Main and Andrews Street bridges, for the good reasons that the aforesaid site is a central one; one that can be used for all time; one easily drained; one that all councilmen can unite on and one that will make easy of access both sides of the river and serve the purpose of a bridge now so badly needed to relieve the congestion on Main Street and which will be needed more and more as the city increases in population. It is our opinion that the first cost of a public market, a necessity in Rochester and which should be built to endure, ought not to be given undue consideration. Much criticism was indulged in when the Court and Andrews Street bridges were built of solid stone, but only words of praise are now heard for the wisdom and foresight exhibited. Such will be the ultimate decision if the river site be utilized for a market built on enduring foundations. We would also suggest in this connection that when built an additional story be added for a public hall suitable for conventions, a sad need at present, and which handicaps Rochester greatly in comparison with other cities.

A powerful and almost unanimous sentiment against the building of a public market in some remote portion of the city which has been kept in check by the Public Market Commission has at last found voice in the form of a petition to the Common Council. All that the people needed was an opportunity to declare their opposition to the scheme to locate the market either on the North Street site or some place in East Rochester, and the petition which was started yesterday morning already has thousands of signatures.

The petition will be presented to the Public Market Commission next Monday and to the Common Council at its next meeting. The men behind the movement are members of the Chamber of Commerce and prominent merchants doing business in the center of the city. The Chamber of Commerce as an organization opposes the North Street and East Rochester sites for the same reason that almost every citizen in Rochester opposes them. In the first place it is not the proper place for the market because it is too far from Main Street and not easily accessible to people living on the West Side.

Need of a Central Market.

Since the public market question was first broached several years ago the people of the city have taken a deep interest in it. It has been the leading topic of conversation at different times in every home in Rochester. Every man and every woman who has to buy for the home has felt the need of a place where he or she might go and procure the vegetables needed and thus remove what long ago became a public nuisance—the noise made by the huckster in calling out his wares.

Merchants on East Main Street, as well as the members of the Fire Department, have protested again and again against the use of the Liberty Pole as a public market. At certain hours of the morning it is almost impossible for the fire wagons to get through Main Street at the corner of Franklin, so numerous are the farmers' wagons. The refuse left by the farmers when they have sold their goods and departed for their homes is not only unsightly, but a positive menace to the health of the inhabitants of the neighborhood.

All of these reasons why a public market should be built have been thoroughly rehearsed at public meetings of the Common Council and the news that the latter body had at last decided to provide the funds necessary for the erection of the building was hailed with joy by a united citizenship. Since the naming of the Public Market Commission, however, there have been many evidences of dissatisfaction with the Commission, many of the members it is contended being in the pay of the "River Site" the Proper Location.

The "River Site" is considered to be the logical site for the public market by, it is safe to say, four-fifths of the people of Rochester. There is not a single valid objection to it; at least, none has as yet been advanced. For years the "River Site" has been uppermost in men's minds when they have discussed the market question and the proposition to locate the market in an outlying neighborhood does not meet with the approval of the majority.

The members of the Public Market Commission, of which Hon. Charles Babcock is Chairman, at its last meeting abandoned the "River Site" on the ground of expense. All of the members agreed that it would be an ideal location for the market, but a majority felt that they would not be warranted in recommending it, inasmuch as the Common Council had appropriated only $150,000 for the object. Estimates were obtained on the cost of erecting the market over the river between Main and Andrews Streets and it was found that $1,000,000 would not more than cover the expense.

The property facing on Main Street would have to be purchased in order to allow of an entrance to the market and water rights in the river would have to be bought at good figures. This was the Commission's reason for abandoning the project.

Business Men Up In Arms.

When it was announced several days ago that the Commission would hold a meeting next Monday a number of prominent State Street business men, believing that a public market, something that will remain for many years, should not be erected in a poor location because of expense, held a meeting to lay out a plan of action. As a result of the conference, which was attended by several members of the Market Commission and members of the Public Market Committee of the Chamber of Commerce, a petition to the Commission and Common Council praying that the market be located on the "River Site" was drawn up.

SIGN THE MARKET PETITION.

For the convenience of citizens who may desire to place themselves on record as favoring a centrally located public market, a copy of the petition to the Common Council will be kept at The Times business office. Persons may sign it there.

The petition was submitted yesterday to nearly every merchant and property owner on State Street and on Main Street, between the Four Corners and the Liberty Pole, and not one of them refused to sign it. The petition calls attention to the fact that the matter of expense is the only argument brought against the site and that this item should not be allowed to figure in a matter of so great importance. The suggestion that a convention hall large enough for the city's needs be erected over the market will meet with the approbation of nine-tenths of the people of Rochester. For years Rochester has been unable to entertain large conventions on account of a lack of a large hall, and the present opportunity to remedy this deficiency is now at hand.

Is Natural Site for Market.

The members of the Public Market Commission and Chamber of Commerce and the merchants of State Street who are behind the movement for the "river site" believe that they are voicing the sentiments of almost every man and woman in Rochester. Not a man, not even those who are financially interested in locating the market on the North Street site, has questioned the popular opinion that the river is the natural location for the market. The only argument brought against the site is that it will cost a million dollars.

The men who believe in placing the market where it should be are also firm in the opinion that the matter of expense could be taken care of by legislation. The market on North Street would not please the public, practical business men believe, and consequently it would be a losing venture for the citizens of Rochester. A market on the "river site" with a convention hall attached would be a successful and paying venture even though it should cost a million. It is for this reason that the petition printed above is being circulated uptown and is to be presented to the men intrusted with the duty of selecting a site.

Expense Their Only Argument.

The argument made by advocates of the North Street and East Rochester sites loses weight when placed under the searchlight of common sense. A Franklin, so numerous are the farmers' wagons. The refuse left by the farmers when they have sold their goods and departed for their homes is not only unsightly, but a positive menace to the health of the inhabitants of the neighborhood.

All of these reasons why a public market should be built have been thoroughly rehearsed at public meetings of the Common Council and the news that the latter body had at last decided to provide the funds necessary for the erection of the building was hailed with joy by a united citizenship. Since the naming of the Public Market Commission, however, there have been many evidences of dissatisfaction with the Commission, many of the members it is contended being in the pay of the

CHAMBER OF COMMERCE.

The first regular meeting of the Corporation since the summer vacation will take place in Assembly Hall, *Monday, Nov. 11, 1901, at 8 P. M.*, on which occasion the Secretary will give a detailed report of the *State Commerce Convention held in Buffalo, Oct. 16-17*, and *Mr. Arthur Leibes*, will give a short address on *"The Possibilities of Advertising Rochester-Made Goods to the World."* Luncheon will be served by Teall.

Rochester, N. Y., Nov. 9, 1901.

John M. Ives
Secretary.

WU MAY COME

Herald Nov 1, 1901

Chinese Minister Invited to Chamber of Commerce Dinner.

EVENT WILL BE HELD DEC. 15

Admission Price Will Be $4 This Year Instead of $3 as Heretofore—Charles Goetzman Named as Chairman of Dinner Committee — Copy of Annual Year Book Received.

Minister Wu Ting Fang, head of the Chinese embassy in Washington, has been invited to attend the Chamber of Commerce annual dinner.

If he accepts, Minister Wu will be the biggest card at the dinner, outshining all others because of the popular demand of the public to hear him. There is reason to believe that he will accept the invitation and every effort will be made to have him come.

Almost everyone in this country has heard of Minister Wu, as he is called. His pithy speeches, sharp retorts, pointed answers to questions, witty dialogues and comparisons of Anglo-Saxonism with Chinese customs, sometimes to the embarrassment of the former, have been read with keen relish by the public. Besides his aptitude in retort he is a brilliant speaker. His Independence Day address in Philadelphia was remarkable for its forcefulness and knowledge of American history.

The annual dinner of the chamber is one of the social functions of the season. It will be held on December 15, this date having been decided upon at a meeting of the trustees and executive committee of that body at a meeting held yesterday afternoon. As usual it will be held in Powers Hall.

The price this year will be $4. A year ago the cost was $3, but the chamber lost money. Prior to that time the tickets were $5 and at the Otis dinner the tickets were $5. Wine will not be on the menu, but it can be purchased by those who wish it, as heretofore. A considerable amount of money was lost at the last dinner when tickets were only $3. This is partly due to the fact that $500 is expended before the dinner is spread, bringing up the total to figures of four columns.

Charles Goetzman has accepted the chairmanship of the Dinner Committee. He acted in a similar capacity at the Otis dinner and reflected such credit upon himself that he was importuned by the chamber to accept this year, which he did after some hesitancy. He has not named his committee as yet.

A handsome advance copy of the year book of the Chamber of Commerce entitled "Rochester, the Power City," has been received from the printer and was shown to the members of the committee at the meeting yesterday afternoon. A request was made by Secretary Ives that a copy of it be made in time so that it could be enclosed in the copper box which is to be laid in the cornerstone of the New Masonic Temple and the printer furnished two copies. One copy was sent to Judge Benton, the president of the Temple, and it was sealed up in the box at 4 o'clock. The full series will not be ready until two weeks from to-day.

An invitation was received from the National Reciprocity Convention asking that the chamber send delegates to the convention which is to be held in Washington on November 19 to 21. The object of the convention is to promote legislation and diplomatic negotiations relative to establishing reciprocal relations with Canada and other countries. The chamber will probably send three delegates, but none were designated at the meeting because President Lamberton was out of the city on business and Chairman Hathaway felt that the courtesy should be reserved for the president.

The next regular meeting of the chamber was scheduled for November 4, but it will be postponed until a week later. Then Secretary Ives will read a report on the doings of the State Commerce Convention recently held in Buffalo. Arthur Liebes, a professional advertiser, will read a paper on "Possibilities of Advertising Rochester-made Goods to the World."

It was decided to tender the use of the rooms of the chamber to the Rochester Choral Society next Monday night. The opera "Stabat Mater" will be sung and the members of the chamber have been invited to attend.

These new members were admitted: W. C. McDonnell, William A. Sutherland, William J. Gage, Raleigh Farrar, David F. Power, George Herbert Smith, Brooks and Murphy, Frank A. Pierson and the Rochester Brokerage Company.

FAVORS SHIP CANAL

Democrat & Chronicle Sept 27/1901

Chamber of Commerce Will Send Delegates to State Commerce Convention.

The executive committee and the board of trustees of the Chamber of Commerce took up the business of the year yesterday afternoon, after a summer's vacation. President A. B. Lamberton presided at the meetings. There was little transacted at this, the first meeting of the new business year, but such as there was was finished up with celerity.

Two resolutions were passed showing that the sentiment of the chamber favors a ship canal with a port at Charlotte, the expense to be borne by the federal government, rather than an enlargement of the Erie canal into a barge canal, the expense to be saddled upon the state. The matter will be brought up at the state commerce convention, to be held in Buffalo on the 16th instant, and the two resolutions are to be sent to the secretary of the official body. The co-operation of the state is requested by the Chamber of Commerce.

There was a long discussion in regard to the state commerce convention, and at the end of it the president was given authority to appoint six delegates to attend the meeting, Rochester being entitled to that number. Chambers of commerce, boards of trade or like organizations in the state with a membership of 100 are entitled to two delegates; those of 200 members to four delegates, those of 350 members to six delegates and those of 500 members to eight delegates.

Permission was granted the Tuesday Musical Club and the Rochester Choral Society to use the chamber rooms for rehearsals when they are not occupied for other purposes by the chamber.

The following were elected members of the chamber:

O. J. Condly, Fitchugh hall, automobiles and bicycles.

J. N. Beckley, president Toronto, Hamilton & Buffalo railway.

John A. C. Wright, Elwood building, attorney.

Raines & Miller, No. 11 Ellwanger building, attorneys.

J. B. Snyder Supply and Electrical Company, Nos. 34 and 36 South avenue.

A. J. Rodenbeck, attorney.

ROCHESTER, THE POWER CITY

Magnificent Book Printed by The Union and Advertiser Co.

Issued by the Rochester Chamber of Commerce to Benefit the City of Rochester.

One of the Most Beautiful Pictoria Books Published Here—Rochester's Social and Commercial Aspects.

There has been issued from the press of the Union and Advertiser Company a book that is conceded by critics to be the most perfect example of the typographical art ever published in this city.

It is entitled "Rochester, the Power City," edited by Secretary John M. Ives and issued by the Rochester Chamber of Commerce. This work presents information that is not only of great importance to the people of this city and given in such a manner as to be of high value in advertising the advantages of Rochester to all the world, but is so elaborate in its artistic and typographical detail as to command universal admiration. It excels all of the many books published in past years by the corporation. Interspersed among the letter-press are a number of original views of Rochester and vicinity rendered in exquisite half-tone engravings from photographs by expert operators especially engaged for the purpose.

In the department of banking and commerce are many magnificent illustrated announcements. This latter is a most important feature of the publica-

ROCHESTER, THE POWER CITY.

Daily Herald 1901

Handsome Publication Just Issued by the Chamber of Commerce.

"Rochester, the Power City," is the title of the annual book of the Rochester Chamber of Commerce just out. It is believed to be the handsomest of the many attractive publications of like nature that the chamber has issued, and is replete with excellent pictures of scenes about the city and the adjacent country.

The books will be sent to chambers of commerce, boards of trade and public libraries, and will be distributed among the members of the local chamber. The scheme is the advertising of Rochester, setting forth in a clear and forcible manner the advantages of the city, what it is to-day and what it is destined to be. As such a medium the book is well nigh perfect. It contains various interesting facts regarding the city.

There are two maps in the book, one of special value. This one shows all the lines of steam and electric railroads that enter Rochester and those that are projected, with their routes and the villages and towns they touch. Care has been taken to make the map accurate. The civil engineers of the various roads examined it and made such changes as they saw necessary, and it is believed now to be absolutely correct.

There are about forty full-page engravings, and many of these are from photographs that were taken especially for the book. There is an engraving of the new Masonic temple with the scene of the turning of the first sod; pictures of the city parks, including some of the crowds that attended the band concerts, which were instituted by the Chamber of Commerce; views of the river in summer and winter, pictures of new business buildings and residences and an engraving of the new high school building, including the ground floor plan. The tower of Christ Church, which is to be erected this coming year, is shown. There is a list of the chamber members who have died during the year, and biographical sketches of a few of them. There is also a full list of the 400 members of the chamber. The by-laws are printed anew, with the changes that have been made therein since the previous publication was issued by the chamber.

Some of the photographs from which the engravings were made were made by George R. King, of Boston, a specialist in landscape work. The cover is strikingly handsome, yet simple. The design includes, besides the title, the Chamber of Commerce seal in color. There is a noticeable change in the seal. The banner that floats from the beak of the proud eagle bears the legend, "Power City" instead of "Flower City," as formerly.

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tion and will undoubtedly impress the business world at large with the grandeur of many of our buildings and the magnitude of Rochester's commercial enterprises.

The work is intended exclusively for use of the members of the Chamber of Commerce and the firms and corporations whose business announcements grace so many of its pages. It will be sent to the Chambers of Commerce, Boards of Trade, commercial exchanges and public libraries in the leading cities and towns of the United States, also to the chief commercial associations in the capitals of Europe. The book contains a very comprehensive map of the section of the state, showing the various routes of the established and projected trolley lines out of Rochester. This will prove of great advantage to the business houses of this city desirous of extending their commercial operations to vicinity neighborhoods and towns. In addition to a vast amount of general information on many local subjects there is a list of the members of the Chamber of Commerce, and also the constitution and by-laws of the corporation. The publication is calculated to be of immense value in bringing to the notice of the world the extraordinary facilities of Rochester as a manufacturing center, its healthfulness as a residential city and the enormous possibilities of its future. It will also demonstrate the fact that the Union and Advertiser Company's facilities for producing the highest art ideals, in letter press and illustration, are equal, if not superior, to any publishing house in the state. Daily Union Nov 7, 1901

"ROCHESTER THE POWER CITY"

SUPERBLY ILLUSTRATED BOOK ISSUED BY THE ROCHESTER CHAMBER OF COMMERCE.

The Times Nov 9 1901

Many periodical books have been issued by the Rochester Chamber of Commerce during past years that have been of great value in disseminating information in regard to Rochester industries and its desirability as a residential city, etc., but none have been equal in point of general information and artistic beauty to the book just issued and entitled "Rochester, the Power City."

It contains many new and original views of Rochester and vicinity, produced in superb half-tone engravings from photographs taken by artists especially engaged for the purpose. In the department devoted to business announcements will be found the most magnificent illustrations of many of the great commercial and banking houses of Rochester, which will doubtless do much to extend the reputation of our city as being the center of enormous industrial and manufacturing activity.

The book treats of every department of effort in Rochester and includes a very valuable map of this section of the State, showing the routes of established and projected trolley lines running out of our city. It also contains the constitution and by-laws and list of the Chamber of Commerce membership, which includes most of the distinguished firms, corporations and professional citizens of Rochester.

The book was edited by Secretary John M. Ives with a view to be of special value to the Commercial interests of Rochester, and will be distributed among members of the Chamber, advertisers in the book, and to Chambers of Commerce, Boards of Trade and public libraries throughout the country.

PETITION SIGNED

FOR MARKET ON RIVER

BY HUNDREDS

Central Location Could Be Secured For Less Than Half a Million Dollars---Arguments For a Suburban Market Exploded by Stubborn Facts.

The Times Nov 9 1901

SIGN THE MARKET PETITION.

For the convenience of citizens who may desire to place themselves on record as favoring a centrally located public market, a copy of the petition to the Common Council will be kept at The Times business office. Persons may sign it there.

The people want the public market on the river site.

Since the petition to the Common Council asking that body to make it possible for the Public Market Commission to build the new market on the river at Mortimer Street was put in circulation, the citizens of Rochester have demonstrated their eagerness to sign the document by flocking to The Times office, where a copy of the petition is kept for the public. The petition was drawn up Thursday and during yesterday and this morning over 500 people had attached their names to the copy kept in The Times office.

The uptown merchants who are interesting themselves in the river site met with like success, none of those approached showing any hesitancy whatever in signing the petition. It seemed to be the unanimous opinion of all leading business and professional men that the public market should be centrally located.

Expense Not a Serious Obstacle.

A member of the Public Market Commission stated this morning that the matter of expense, which has been the bugbear of the river site advocates since the market was first talked of, was not such a serious obstacle after all. In the first place the men who are leading the movement against a suburban market declare that it will not cost a million dollars to build the market over the river, as has been claimed by Messrs. Gosnell and Lane, two members of the commission. It is stated that the expense would not exceed $400,000 and that this sum would include the building of a bridge across the river at Mortimer Street—a project in itself calling for action by the city authorities.

The Hartford Street Site.

It does not seem to have been a difficult task for the members of the commission living on the East Side to force their favorite site—the Hartford Street property—to the front. The statement that the river site was impracticable on account of expense was emphasized for more than it was worth and proved for a time to be an obstacle in the way of locating the market where the people for years declared it should be built.

The property on Hartford Street which is being touted by certain East Side members of the Commission, is valued at $105,000 by the people who own it, but a prominent uptown merchant, a member of the Public Market Commission, stated this morning that it had never been rated by the City Assessors at more than $60,000. He said that the city would, before long, find itself compelled to build a bridge over the river at Mortimer Street and that this could be done and a public market erected at the same place for less than half a million of dollars.

No Main Street Entrance.

The statement made by the advocates of the Hartford Street site that it would be necessary to buy the property on the north side of Main Street bridge should the market be erected over the river, is hardly true. The men who are leading in the movement for the central market have considered the matter from every possible viewpoint and the proposition to purchase the property on Main Street bridge has never been seriously thought of. In the first place it is not desired to have an entrance to the market from Main Street. Such an entrance would be too expensive and in a measure defeat the purposes of the market.

The proposition is to extend Mortimer Street across Water Street to the river, bridge the stream at that point and continue Mortimer to Front Street. This would bring Mortimer Street into Front Street almost directly opposite Corinthian Street, giving the city another through thoroughfare from Clinton Avenue North to State Street. The market would be erected over the river between Mortimer and Andrews Streets with an entrance from the Mortimer Street bridge. Should the market prove to be too small, the advocates of the central market declare, it would be an easy matter to extend it over the river between Mortimer and Andrews Street.

The property needed for the extension of Mortimer Street, it has been positively learned, could be purchased for a small figure and the city would be able, at very little more expense than the Hartford or East Rochester projects call for, to build a market where the people of the city demand that it shall be built—over the river.

Proposition to Shut Out the Public.

It is understood that the men who own the property which would have to be purchased by the city should the commission decide to build the market on Hartford Street are opposed to having a big retail market, preferring to have the public market run on the narrow plan of a market for grocerymen only. Such a scheme has already received the stamp of disapproval from the people. The citizens of Rochester want a market where they will be able to buy their vegetables first hand and any proposition to limit it to the merchants of the city would be an act of favoritism which the people will not be slow to rebel against. The idea which has inspired the whole public market agitation has been for the erection of a market for the people of the city and any attempt to build a buying-place for grocers only will be rejected with scant ceremony.

Railroad Facilities Not a Factor.

A member of the Public Market Commission this morning answered the charge made by another member of the commission, who is also interested in the Hartford Street site, to the effect that the river site was impracticable because of an alleged lack of railroad facilities, by saying that no railroad was needed to make the market a success. However, should it be decided that railroad facilities are necessary the market could be erected over the river at Court Street. This would place the market on the line of the Erie Railroad and at the same time give it a central location.

The proposition to build the market in the suburbs has already brought forth many protests and judging from the thousands of names already attached to the petition printed in The Times yesterday protesting against the plan, it would seem as though the people of Rochester have determined to have something to say in the matter before the commission makes the blunder which it seems to have mapped out for itself.

The market should be built in the center of the city and if it is taken into the suburbs the people of Rochester will hold the Public Market Commission responsible.

Popular Proposition.

Popular sentiment has been aroused by the movement seeking the adoption of the river site for the public market. Judging from the unanimous approval with which the petition has been received, the members of the Market Commission, who will hold an important meeting tonight, cannot disregard the sentiment for a more intelligent consideration of this site. The friends of the river site argue with sound sense that the desirability of a centrally located market should overweigh the question of additional expense, and that such additional expense, in view of the enormous benefits to be derived from the location proposed, should be incurred without quibbling and as expeditiously as possible.

The Times has never felt that the appropriation, $150,000, was sufficient for the construction of a satisfactory public market on any site in Rochester. Experts say now that the expenditure of an additional $350,000 will not only ensure a centrally located and ecumodious market, but will be enough to construct a large convention hall over the market, one of Rochester's crying needs. With the public market agitators and the friends of the convention hall project joining hands there should be little difficulty in raising the additional amount.

It must be remembered, furthermore, that it is only a question of time when the city will be called upon to spend in the neighborhood of $300,000 in relieving congested Main Street by the erection of a new bridge across the river between Main and Andrews Streets. The river market site project provides for such a necessity by practically making a bridge of the market and the extension of Mortimer Street across the river. This can be done at considerably less expense by combining the bridge and market schemes. The utility and economy of the project, would, therefore, it would seem, justify an additional appropriation of say, $200,000, to the original $150,000, leaving a sum of only $150,000 to be raised by the convention hall men and interested property owners.

It is to be sincerely hoped that the Market Commission will give this proposition its earnest attention and act so as to work the greatest benefit to the city and all concerned. The Times Nov 11, 1901

PROTEST DEMANDS CONSIDERATION

Public Market Commission Should Act Slowly In Selecting Site---Petition Against a Suburban Market Receives Hundreds of Signatures---The Commission Meets Today.

JOHNSTON'S DEBT STATEMENT SHOWS MONEY CAN BE HAD

The Times Nov 11 1901

SIGN THE MARKET PETITION.

For the convenience of citizens who may desire to place themselves on record as favoring a centrally located public market, a copy of the petition to the Common Council will be kept at The Times business office. Persons may sign it there.

The demand for a centrally located public market increases daily.

Since Saturday noon the number of names attached to the petition which is being circulated protesting to the Common Council against the building of the market in the suburbs, has grown to significant proportions. The protest comes from all sections of the city and from all classes of citizens, business, professional and workingmen evincing commendable eagerness to sign the paper.

Beyond the fact that the protestants are placing their opinion in writing and directing it at the Common Council and Public Market Commission, there is really no new feature in the movement. The four or five advocates of a suburban market have been able at all times to count their supporters on the fingers of one hand, but as they themselves were members of the Public Market Commission and able to raise a cry of false economy with effect the river site project suffered in consequence.

Should Avoid Hasty Action.

The written protest of a thousand or more substantial business and professional men, representing as they do, a large majority of the citizens of Rochester, makes it imperative for the Public Market Commission to take no hasty action at its meeting this afternoon. If they are unable at this time to open negotiations for the river property, the matter should be deferred until such time as it can be accorded the attention so important an enterprise demands. After having waited for two score of years for one of the greatest public necessities of the modern city, Rochesterians will, The Times is sure, be willing to wait a few months longer—if by doing so they are able to prevent the committing of a great mistake and win for themselves what common sense dictates—a centrally located market.

Since the petition against a suburban market was first circulated last week, additional evidence has come to light showing the emptiness of the argument that a central market would be impossible because of the expense involved. Rochester has a population of over 170,000 and half a million of dollars should be no bugbear to public improvement projects. Especially is this true when one remembers some of the other public expenditures of the past decade.

Would Not Exceed Debt Limit.

As was stated in The Times Saturday, however, the market could be erected on the river site, Mortimer Street extended across the river to Front Street and a convention hall built over the market for less than $500,000.

The debt statement for October,

Johnston, refutes the economy argument against the Mortimer Street site. Mr. Johnston's statement shows that should the City Fathers and Public Market Commissioners so desire, the city could issue public market bonds to the amount of $546,919 and still remain well within the debt limit. The argument raised by one of the half-dozen suburban market advocates to the effect that an expensive market over the river should be built, if at all, by private capital, is hardly entitled to serious consideration.

This argument is advanced by a very few men who are endeavoring to defeat the aims of the original public market boomers. They want a market built at the city's expense where only they themselves will be able to trade. They fear that a big public market where citizens might purchase their vegetables first hand would in a measure cripple their businesses and, having been able to catch and hold the ear of the commission, they have up to the present time succeeded in stiding the protests of more public-spirited citizens.

They argue that a market which would please them would not cost more than $150,000; but friends of a central market are anxious to know why the city at large should prefer to spend even that modest sum for a few men rather than a sum twice as large for the benefit of the whole city.

Pretentious Structure Not Wanted.

A pretentious structure is not asked for by those who want the market built in the center of the city. They are working solely for a central location and back of them are, it is safe to say, four-fifths of the people of Rochester.

In view of public sentiment, it is hardly conceivable that the Public Market Commission will allow itself to be pushed into an unpopular action by a few men who will reap all there is to be gained in a market on Hartford Street or in East Rochester.

THE CHAMBER DINNER.

Committee Will Probably Hold Its First Meeting on Wednesday.

The Chamber of Commerce dinner committee, composed of Charles Goetzmann, chairman, Wendell J. Curtis, Albert E. Vogt, Charles T. Chapin, Harry S. Woodworth, William C. Lilly and Simon N. Stein, will hold its first meeting probably on Wednesday.

Chamber of Commerce Meeting.

The first fall meeting of the Chamber of Commerce will be held in the rooms of the organization at 8 o'clock to-night. Secretary Ives will read his report of the convention held last month at Buffalo. The annual dinner will also be discussed.

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SHIP OR BARGE CANAL FOR NEW YORK STATE

Commerce Convention Favored the Smaller Waterway.

REPORT OF SEC. IVES

Read Last Night Before the Chamber of Commerce—Rochester Representatives at Buffalo Pleaded for the Deep Waterway to be Constructed.

The first regular meeting of the Chamber of Commerce to be held since the summer vacation took place last night. Those members who braved the storm were entertained by Secretary Ives's report of the recent state commerce convention, and by an address by Arthur Leibes on "The Possibilities of Advertising Rochester-Made Goods to the World." President Lamberton presided. After the business session luncheon was served by Teall.

In calling the meeting to order President Lamberton referred to the recent death of one of the prominent members of the chamber, William H. Gorsline. Mr. Gorsline was a charter member of the chamber, a member of the first board of trustees and prominent in the work of the organization. He was a trustee at the time of his death.

The reading of the minutes and the calling of the roll were dispensed with, and Secretary Ives read his report of the state commerce convention, held in the rooms of the Board of Trade of Buffalo, October 16th. The Rochester Chamber of Commerce was represented by the following members: President A. B. Lamberton, Charles E. Angle, Daniel B. Murphy, George W. Rafter, John A. C. Wright and Mr. Ives.

On the morning of the second day papers were read, in favor of a ship canal, by George W. Rafter and John A. C. Wright. President Kernan opened the convention with a speech in favor of a 1-000-ton barge canal. He said that if a ship canal was built at a cost of $300,000,000, to be paid for by the national government, New York would pay one-tenth of the amount, or $30,000,000. Why not pay $30,000,000 and own a barge canal absolutely? he asked.

Captain Marcus M. Drake, of the Buffalo Exchange, spoke on "The Future Canal System of the State of New York." The speaker was frank enough to say that what Buffalo was after was a 1,000-ton barge canal, to be paid for by the state of New York, in order to benefit Buffalo and New York.

Mr. Wright in his address on "The Waterway Question; an Adequate Solution From Niagara to the Sea," dealt with the problem as a whole from Lake Erie to the Hudson. Mr. Wright believed that there should be a sensible, businesslike union like that of the states, and that the territory interested involved the major part of the wealth, population and freight movement of the states. He did not believe that the $100,000,000 barge canal was an adequate solution. He did believe that with a through way built by the nation we could dovetail our state canal system.

Mr. Rafter followed with another paper favoring deep waterways rather than a barge canal. There were other addresses along the same line. The resolution passed was to the effect that it was the sense of the convention that the interests of the state will be best fostered and protected by the construction of a 1,000-ton barge canal. This was carried with the understanding that the approval of the 1,000-ton barge canal was not an ultimatum.

In his address on "The Possibilities of Advertising Rochester-Made Goods to the World," Mr. Leibes said, in part.

"Rochester is without doubt one of the finest cities in the United States. In your city factories abound whose output is enormous; they turn out goods of a recognized standard. You lead in the output of cameras; in the output of optical goods you hold a ranking position; already you are vying with Boston as a shoe market. A big part of the United States is now wearing clothes made by the wholesale clothiers of Rochester. Enormous amounts of capital are involved in the manufacture of flour and the propagation of nursery stock. Its facilities for the quick transportation of merchandise are so good that it might be said that with few exceptions they are unequaled. Your city offers inducements to a better class of people as a home than does almost any other city in the broad expanse of our country.

"These introductory words are made to lead up to one word—'advertise.' When the first newspaper was published for general circulation down in Philadelphia, a farmer who had a desire to change his vocation went to the newspaper in question and asked of the editor permission to announce the fact that his sheep, horse, harness and farm implements were for sale. That Philadelphia paper and that farmer were the beginning of what is today, possibly, the greatest vehicle for the spending of money, advertising.

"Gentlemen, it is almost beyond belief what fabulous sums have been spent in advertising. I can name you no less than a dozen firms whose advertising appropriations exceed $500,000 per annum; hundreds upon hundreds of concerns spend $100,000 per year, and those advertisers who spend as much as $50,000 in a year are so numerous that to count them would be a herculean task.

"But, you say, what has all this to do with the advertising of Rochester? Just this: If other people can afford to pay a half million or $100,000 or $50,000 or even $10,000 in order to make known to the world why their goods should be bought, why cannot this city of Rochester, this Flower city, through its Chamber of Commerce, enter into some plan, not by its individual manufacturers, but collectively, to spread throughout the length and breadth of this country knowledge of the sterling value of Rochester-made goods?

"And how shall this be done? There's the rub. The exploiting of a community depends a great deal on the class of people that compose that community. Take as an example the City of Chicago. Every ignorant emigrant who touches Ellis Island has heard of two great cities in the United States, New York and Chicago. They know of Chicago as an enormous town full of possibilities; yet Chicago has no concerted method of advertising, and is, next to New York, the best known city in the domains of the United States. Speak to these emigrants, and ask them what their impression of the people living in Chicago is, and they will say 'It is hustle, hustle, hustle, all the time.' They will say that they expect the Chicago man to walk fast, to talk fast, to be fast. Chicago is known as a wide-awake, up-to-the-minute town, simply because its community, or rather the people composing it, are up and doing every hour of the day.

"The city of Rochester, if you will pardon my criticism of it, certainly has none of these characteristics. You don't see that wild scramble, that hustle, that 'get-there' about its people. No one seems to be in a hurry. There is none of that energy that is an index to the possibility of achieving great results. There seems to be something lackadaisical, quiet and serene about Rochester. You are not energetic enough. But in speaking to your individual members, I have come across just this—that each and every one of you believes in advertising. You believe that your goods can be disposed of more readily if you will but advertise.

"But begin, before you spend a dollar in exploiting your city, right in your own midst. Make your town wide awake. Let it be a busy hive of busy people, each one using the other as a ladder to obtain a higher position in the financial as well as in the social world. Do not stand idly by and let cities like Cleveland, Cincinnati, Toledo or Pittsburg set forth their superior inducements to capitalists anxious to invest their money. Show them that Rochester, with its 30,000 horse power, offers them hundreds of grand sites for factories. Show them that your facilities for the shipment of goods, as I said before, are practically unequaled. Show them that you are within easy reach of the coal fields of Pennsylvania, that your coal supply, therefore, is convenient to get at, and low in price. Show them in short, that Rochester is a wide-awake, up-to-the-minute town, simply because its community, or rather the people composing it, are up and doing every hour of the day.

"The city of Rochester, if you will pardon my criticism of it, certainly has none of these characteristics. You don't see that wild scramble, that hustle, that 'get-there' about its people. No one seems to be in a hurry. There is none of that energy that is an index to the possibility of achieving great results. There seems to be something lackadaisical, quiet and serene about Rochester. You are not energetic enough. But in speaking to your individual members, I have come across just this—that each and every one of you believes in advertising. You believe that your goods can be disposed of more readily if you will but advertise.

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"By all means, then, let the Chamber of Commerce advertise. Not to-day and to-morrow but for months and months, and let your slogan be 'All for Rochester, Rochester for all,' and then keep everlastingly at it and you will reap a golden harvest.

"For the kind attention you have given me during these past few moments, I wish to earnestly thank you, and place at the disposal of any committee of the Chamber of Commerce or the Chamber of Commerce as a body my services at any time to carry out the plan or to give further advice on the possibilities of advertising Rochester-made goods to the world."

BUSINESS MEN MAKE PROTEST

The People Almost Unanimously Demand a Central Market---Names of Those Who Have Signed Petition Circulated on State St.

The Times Nov 14 '01

The Times today prints the names of the men who have signed one of the petitions to the Common Council asking that the public market be built over the Genesee River at Mortimer Street. The copy was circulated by a prominent State Street business man who confined his operations to Main and State Streets and two other thoroughfares near the Four Corners.

The circulator met with no refusals; every man approached displayed commendable eagerness to sign the paper. Most of them expressed surprise that the Public Market Commission should even so much as discuss a proposition to build the market in the suburbs. As to the matter of expense, they argued that it would be better to spend $450,000 for a market that would please the people and have their support, than to sink $150,000 in an enterprise useful only to people living in a very small portion of the East Side.

The property interests of four or five men, they argued, should not be set against the will of the people.

River Site Alone Considered.

Attention was called to the fact that as far back as 1891, when the public market scheme first received official recognition, the river site was alone considered. A proposition to carry it into East Rochester or to Hartford Street would at that time have been considered unreasonable; and now that Rochester has nearly double the population of 1891, citizens argue, it would be all the more difficult for persons living on the West Side to walk or ride to some remote section of the East Side to purchase their garden products.

In the Board of Supervisors Nov. 11, 1891, Supervisor Samuel Bradstreet introduced a resolution, which was adopted, that a special committee be appointed to consult with the Public Market Committee of the Common Council relative to the erection of a public market. A committee was named and met with the Aldermanic committee. The latter, however, politely informed the Supervisors that they were able to handle the matter themselves and the county legislators withdrew from the project. At that time the river site was the only one considered.

Copies of the petition printed below are being circulated in different sections of the city and all of them are being signed by hundreds of citizens. The Times will publish the names of the signers as soon as the copies of the petitions are filled. It is estimated that over 3,000 citizens have already placed themselves on record as favoring the river site.

The high business standing of the men whose names appear below should convince the Public Market Commission that Father Rochester is against the pet scheme of a most too energetic minority of that body.

To the Honorable, the Common Council of the City of Rochester.

Gentlemen: We the undersigned citizens and taxpayers respectfully request that you favor for a Public Market the site known as the river site, located between Main and Andrews Street bridges, for the good reasons that the aforesaid site is a central one; one that can be used for all time; one easily drained; one that all councilmen can unite on and one that will make easy of access both sides of the river and serve the purpose of a bridge now so badly needed to relieve the congestion on Main Street, and which will be needed more and more as the city increases in population. It is our opinion that the first cost of a public market, a necessity in Rochester and which should be built to endure, ought not to be given undue consideration. Much criticism was indulged in when

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Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

Rochester Chamber of Commerce.

THE ROCHESTER CHORAL SOCIETY OF FIFTY VOICES

Will give a Concert in Assembly Hall

Monday Evening, November 18th, 1901, at 8 o'clock,

to which you and your family are invited as guests. The Concert will consist of choruses from "Stabat Mater," violin solos by Mr. LUDWIG SCHENCK, soprano solos by Miss BELLE STONE, bass solos by Mr. EDWARD ADREANSEN, etc., etc.—all under the conductorship of Mr. Ludwig Schenck. Accompanists Mrs. Ludwig Schenck, Miss F. A. Brackett, Miss Ada Koehler.

Please be in your seats promptly at eight.

JOHN M. IVES, Secretary.

Rochester, N. Y., Nov. 16, 1901.

The Rochester Choral Society

MR. LUDWIG SCHENCK, *Conductor*

Grand Concert Under the Auspices *of the* CHAMBER OF COMMERCE

In ASSEMBLY HALL,

Monday Evening, November 18, 1901

at eight o'clock.

The Program

CHORUS—National Hymn, "America" — Rochester Choral Society	
VIOLIN SOLO—"Reverie" — Mr. Ludwig Schenck	*E. Mlynarski*
BASS SOLO—"Thou Art My Queen" — Mr. Edward Adreansen	*E. Blackstock*
CHORUS—"Eia Mater" from "Stabat Mater" — Rochester Choral Society	*A. Dvorak*
SOPRANO SOLO—"Villanella" (Oft' have I seen) — Miss Belle Stone	*Dell 'Acqua*
VIOLIN SOLO—(*a*) "Air"	*J. S. Bach*
(*b*) "The Bee" — Mr. Ludwig Schenck	*F. Schubert*
CHORUS—"Virgo Virginum" from "Stabat Mater" — Rochester Choral Society	*A. Dvorak*
BASS SOLO—"The Gypsies" — Mr. Edward Adreansen	*D. Buck*
CHORUS—"Rise! Sleep No More" — Rochester Choral Society	*J. Benedict*
MRS. LUDWIG SCHENCK,	*Accompanist*
MRS. F. A. BROCKETT,	*Accompanist*
MISS ADA KOEHLER,	*Accompanist*

CENTRAL PRINTING COMPANY, ROCHESTER, N. Y.

MUSIC BY CHORAL SOCIETY.

Herald Nov. 19/01

Programme Well Rendered at Chamber of Commerce Last Night.

Music of merit was given last night at the Chamber of Commerce, the occasion being the appearance of the Rochester Choral Society under the conductorship of Mr. Ludwig Schenck. There was a good sized audience present, which manifested its appreciation by applause that was spontaneous in the extreme, it being sufficient to secure encores in two or three instances.

The first number on the programme was "America" by the chorus, the audience, at the invitation of the conductor, joining in.

For the next number Mr. Schenck played "Reverie," a violin solo, and as played by the conductor, it was a very beautiful composition, indeed.

"Thou Art My Queen" was sung by Mr. Edward Adreansen in a fine baritone voice. This was followed by a selection from the "Stabat Mater" by the chorus, which in this as in the "Virgo Virginum" from the same work, did especially well, the singing being sympathetic, properly majestic and quite generally rising to the height of the theme.

One of the most pleasing numbers on the programme was the soprano solo, "Oft Have I Seen," by Miss Belle Stone, the possessor of a good clear voice that is well trained in doing things quite difficult. Miss Stone responded to an encore, as did also Mr. Schenck after he had favored the audience with another beautiful solo, an air of Beethoven's. The programme concluded with another solo by Mr. Adreansen, and "Rise, Sleep no More," by the chorus.

TO ENTERTAIN SPEAKERS

Chamber of Commerce Delegates Go to New York and Washington.

President Lamberton, Hon. Henry C. Brewster and Secretary Ives, of the Chamber of Commerce, left Rochester last night to engage speakers for the annual dinner of the chamber to be held next month. They will go to New York and then to Washington. At the capital city they will attend the reciprocity conference to be held to-day, Wednesday and Thursday. They go as delegates of the chamber on both missions.

Daniel B. Murphy will start this morning for New York to join the party. Chas. P. Ford left last night for Washington. He will go to New York and then back to the capital. John A. C. Wright, another delegate to the reciprocity conference, is now in Washington. The delegation left with a list of prominent men, and strong pressure will be used to procure the gentlemen they are after for the dinner.

Thomas B. Dunn, nominee for second vice-president of the chamber for 1892, attended the dinner given last Saturday night to Hon. Joseph H. Choate by the Lotus Club, and brought back, yesterday, in addition to pleasant memories, several handsome souvenirs of the occasion. These he showed to Secretary Ives, with a view of possibly suggesting something for the annual dinner here.

The dinner card was an extremely handsome piece of work. It was in the form of a legal document and alongside the list of viands and wines was an excellent picture of Ambassador Choate, who is just now home from England. About 300 guests were present and on the border of the card are written the names of some of the most prominent men of the legal profession in the country. The cards were handed about at the dinner and the names subscribed with pen or pencil.

The manner of granting the freedom of the club to Ambassador Choate was very pretty. In a little gilded casket was a parchment tied with ribbon, at the end of which was a tiny seal of the club. On the parchment was this inscription:

"I confer hereby upon the honorable Joseph H. Choate, at this dinner given in his honor, the freedom of the club."

This was headed by the date and the club title. The idea was taken from a dinner given the lord mayor of London. There was a double bottom to the little casket and the ice cream was in the lower part.

Chairman Charles Goetzmann, of the Chamber of Commerce dinner committee, has not called his associates together. He is awaiting the return of the committee on speakers sent to New York and Washington.

CHORAL SOCIETY CONCERT.

Pleasing Entertainment Given at Rooms of Chamber of Commerce.

An enjoyable concert was given last evening at the Chamber of Commerce rooms by the Rochester Choral Society which was largely attended. Ludwig Schenck acted as conductor. The first number on the programme was "America," in which the audience joined in.

The violin solo of Mr. Schenck, "Reverie," was enjoyed by all present. A baritone solo, "Thou Art my Queen," was rendered by Edward Adreansen. The charming soprano voice possessed by Miss Belle Stone was heard to an advantage in "Oft Have I Seen."

Nov. 19/01 Union.

Post Expires Nov. 20. 1901

Annual Meeting Rochester Chamber of Commerce.

Notice is hereby given that the annual meeting of the Rochester Chamber of Commerce will be held in the rooms of the association, on Monday, December 2, 1901, at 8 o'clock p. m., for the purpose of electing trustees and officers of the said corporation for the year 1902.

(Signed) A. B. Lamberton,
President.

SCHEME FOR MARKET IN THE SUBURBS PRACTICALLY DEAD

Public Market Commissioners Seems To Have Been Awakened by Popular Sentiment and the River Site Is Being Seriously Considered.

Times Nov. 19 01

The absence from the city of Chairman C. H. Babcock made it impossible for the Public Market Commission to hold the meeting scheduled for 4 o'clock yesterday afternoon. Commissioners Lamberton, Deininger and Lane discussed the various sites, but came to no conclusion. The prevailing sentiment seemed to favor a central location. Some opposition was manifested to the river site, but none except the few living near Hartford Street advocated that site.

The claim that the market should be situated near a railroad was exploded by the Commissioners in their discussion, a majority of them insisting that a railroad switch is not necessary. Nine-tenths of all the produce used by Rochesterians is grown in the immediate vicinity and none is brought to the city by wagons. It would be impossible for farmers in Irondequoit, Brighton and other surrounding towns to get their vegetables into the city in the morning on the cars, so the railroad facilities argument is worthless.

A map of the river site at Mortimer Street was spread out upon a table and the Commissioners spent considerable time looking it over. It seemed to meet with quite general approval. The talk, quite prevalent in the Commission a few days ago, favoring a suburban market, was almost entirely lacking yesterday, while the advocates of a wholesale market for the benefit of one class of citizens only were conspicuous by their absence.

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President Lamberton of the Chamber of Commerce stated that that organization had not officially placed its stamp of approval on any site, but it is known that a majority of the Public Market Committee of the body is in favor of the river site.

Another meeting will be held on Dec. 2, when data anent public markets in Cleveland, Minneapolis and Buffalo will be at hand.

FOR RECIPROCITY.

U. & A., Nov. 19/01

National Convention Called to Order in Washington To-Day—The Officers.

WASHINGTON, Nov. 19.—The national reciprocity convention began its session in the banquet hall of the Raleigh at 11 o'clock this morning.

It was called by the National Society of Manufacturers and the representatives of commercial organizations throughout the country. They will be in session three days. There are 100 delegates present.

J. A. Jeffrey of Columbus, O., called the convention to order. D. A. Tompkins of Charlotte, N. C., was chosen temporary president and E. P. Wilson of Cincinnati temporary secretary.

Mr. Tompkins spoke of the rapid commercial growth of the United States and the necessity for wider markets. The object of the convention, he said, was not to open old questions. It was to take up the new proposition of reciprocity. In the older countries commercial bodies had the ear of the government. It would be wise if they were given due consideration in this country.

Theodore C. Search of Philadelphia was elected permanent president of the convention.

THE RECIPROCITY CONVENTION

Entertaining Paper Read To-Day by James F. Taylor.

U. & A. Nov. 20/01

Special Dispatch to Union and Advertiser.

WASHINGTON, Nov. 20.—About 725 delegates were present at the national reciprocity congress this morning. They listened for an hour to the most entertaining paper of the convention—an argument for free hides, by James F. Taylor of the American Oak Leather Company of Cincinnati.

Mr. Taylor embellished his arguments with anecdotes and apt quotations that rendered them of unusual interest. He contended that the duty on hides had no value as protection, and served only to add to the wealth of th emillionaire beef packers. He ridiculed the proposition to "let well enough alone," being made by some statesmen, and he spoke dolefully of the congressional policy of "nothing doing."

"The House blames the Senate," he said, "the Senate doubts the wisdom of the House, and the people hesitate to accept relief from either. They feel that they will be damned if Congress does and doubly damned if Congress doesn't."

The seventeenth century, Taylor said, brought religious liberty, and the eighteenth national liberty. In the nineteenth century liberty was exalted by the freeing of the slaves. The present was a commercial age, he continued, and he expressed the hope that it might be marked by the liberty of trade. In the meantime, he hoped that such tariff as might be necessary for the protection of the United States industries might be elastic, so that it could best be adjusted to trade conditions.

George A. Loughlin, of Wheeling, W. Va., interested in the manufacture of steel billets, arraigned the United States Steel Company yesterday afternoon. He said that before its organization his company had been able to buy its materials at a figure that enabled it to sell to all the markets of the world, but since the organization of the United States Company this trade has been seriously interfered with, and the present outlook was that his company's trade with South American would be extinguished shortly.

The night session, devoted to the subject of reciprocity with the Spanish-American countries, developed the fact that the delegates were having a difficult time in avoiding making straight out high tariff speeches, while striving to confine themselves to the discussion of reciprocal relations.

The discussion centered mainly around the matter of the importation of hides from Argentina. Messrs. F. B. Thurber of New York, Secretary Hoffman of the Kansas City Millers' Association, Col. J. F. Supplee of Baltimore, Charles A. Schieren of New York, W. B. Rice of Boston, H. T. Atkins of Cincinnati and Charles Carlisle of South Bend, Ind., in turn had the floor.

ROCHESTER, N. Y.,

THURSDAY, NOVEMBER 21, 1901.

Times

OPPOSITION TO SUBURBAN MARKET GROWS

Originators of Plan to Build an East Side Market for Exclusive Use of Grocers at City's Expense Are Already Taking to Cover.

The public market will not be built in the suburbs unless the will of the people is ruthlessly disregarded. Since The Times first exposed the selfish interests back of the movement to take the market out of reach of all but a few residents of the city, it has been learned that at least two-thirds of the members of the Public Market Commission are enthusiastically in favor of the river site and that several others, although of the same opinion, are for business reasons keeping quiet.

The petition which is kept in The Times office for the convenience of signers has already received the signatures of over 2,000 citizens and the petitions being circulated by friends of the river site uptown are filled with ease. The only difficulty so far experienced is in supplying the demand for petitions. Many telephone messages for copies of the petition are received daily at The Times office and they are being complied with as rapidly as possible.

Commission Willing to Act.

At the meeting of the Public Market Commission Monday the commissioners almost entirely drowned the suburban market scheme, even the three or four members who are interested in the Hartford Street site devoting their remarks to the river site. The commission realizes that the people want a centrally located retail market and when the people make known their wants in proper form they will always find their servants—the Aldermen and Public Market Commissioners—ready to attend to them.

The real "nigger in the woodpile" has been discovered by the citizens and they will. The Times believes, take steps to thwart the nonsensical attempt to build the market either on Hartford Street or in East Rochester. The men who favor the Hartford Street site also favor a wholesale market—a market where grocers may buy produce but from which the private citizen is barred.

ARE THE TAXPAYERS OF ROCHESTER WILLING TO APPROPRIATE $150,000 FOR A WHOLESALE MARKET FOR THE EXCLUSIVE BENEFIT OF THE GROCERS? OR WOULD THEY PREFER TO SPEND $400,000 FOR A RETAIL MARKET AND BRIDGE ACROSS THE RIVER AT MORTIMER STREET, WHICH WOULD BE OF INESTIMABLE BENEFIT TO ALL THE PEOPLE OF ROCHESTER?

A WHOLESALE MARKET WOULD FAIL WITHIN SIX MONTHS. THE PEOPLE OF ROCHESTER WOULD MAKE A RETAIL MARKET A FINANCIAL SUCCESS.

The Times' Plan.

The Times has a plan for a market on the river site which it believes will meet with the approval of a majority of the citizens of Rochester. A bridge at Mortimer Street is an absolute necessity. It will have to be built sooner or later. By building the bridge diagonally from the foot of Mortimer to Market Street the bridge would terminate at the city property on the east side of Front Street opposite Market Street. This property has been condemned and would not cost a penny if the city should decide to bring the bridge across the river at that point.

The Times will tomorrow publish a map illustrating its bridge and market scheme.

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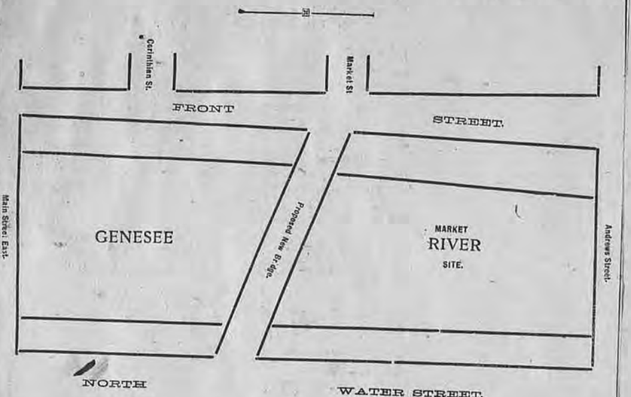
THE TIMES' PLAN FOR A CENTRAL RETAIL MARKET



The Times today presents to the citizens of Rochester a plan for a centrally located public market, which has the unqualified approval of a majority of the members of the Public Market Committee of the Chamber of Commerce and of the Public Market Commission.

The almost unanimous response made by the people to the movement for a market on the river site has put a quietus on the attempt of a few interested parties to unload undesirable property in remote sections of the town on the city.

It is quite generally conceded by the Public Market Commissioners, Chamber of Commerce officials and members of the municipal government that the market will be built in the center of the city, probably on the river site, if it is built at all; and there is now no doubt but that it will be built.

Expense Bugaboo Exploded.

The empty argument that the market should be built in East Rochester or on Hartford Street, to save money, is no longer advanced by the advocates of a suburban market for the exclusive use of grocers; in fact, those gentlemen who, a month ago occupied the center of the stage, now have very little to say.

The river site seems to have been fixed upon by most of the city officials and certainly by nine-tenths of the taxpayers of the town. It is contended that in a matter affecting the whole city true economy should be practiced.

TO SPEND $150,000 OR $200,000 FOR A SUBURBAN MARKET, WHICH WOULD NOT ENJOY THE PATRONAGE OF ALL THE PEOPLE AND WHICH WOULD END IN DISMAL FAILURE, APPARENTLY STRIKES THE TAXPAYERS AS AN EXCEEDINGLY LAME PROPOSITION.

AND AGAIN THEY CANNOT UNDERSTAND WHY THEY SHOULD BE CALLED UPON TO BUILD AND MAINTAIN A MARKET FOR THE EXCLUSIVE USE OF THE RETAIL GROCERS OF THE CITY. THEY ARGUE THAT IF THE GROCERS WANT A PRIVATE MARKET, A BARN OR A WAGON THEY SHOULD PAY FOR IT.

A Remarkable Argument.

That the city needs the market is not denied by anyone, and it seems to be the consensus of opinion that it would be better to spend $300,000 for a centrally located retail market—which would undoubtedly be a profitable investment for the city, or $400,000 for a central market and solid stone bridge across the river at Mortimer Street.

The accompanying map shows the plan proposed by The Times and which, as stated above, has been examined and approved by leading city officials and public men. It was at first proposed to put the bridge across the river from the foot of Mortimer Street, connecting the latter thoroughfare with Corinthian Street.

This scheme was abandoned, however, when it was seen that the bridge could be brought across the river and made to connect with Market Street at a great saving of money and without impairing its efficiency. The property on North Water Street at the foot of Mortimer is for sale and could be purchased by the city at very reasonable terms.

At the other end of the bridge stands the old Front Street City Building, which has been condemned as unsafe. This property could be turned over for market and bridge purposes without one penny's expense to the city. By bringing the terminus of the bridge to the site now occupied by the city building the citizens would be given a through highway from Clinton Avenue North to State Street, greatly relieving the congestion of Main Street East.

The property adjoining the Front Street city building, which might be needed by the Market Commission, is also for sale and at very low terms.

Would Cost Only $300,000.

As to the matter of expense those interested in the enterprise stated last evening that a prominent contracting firm had figured on the job and given it as their opinion that the market could be built on the river site for $300,000. This also includes a convention hall over part of the market.

The bridge matter, it is argued, cannot fairly be included in the estimate. The bridge is a necessity. Whether it is built this year or five years hence is for the people to decide. It will have to come sooner or later, but no more opportune time for its construction will ever present itself than the present.

A bridge like the Court Street structure could be put across the river at Mortimer Street for about $75,000, bringing the total cost of the market and bridge up to $375,000.

Reports received this morning from the men who are circulating the petitions for a central market show that 99 per cent of the people approached are eager to sign the paper. It is the will of the people against the wishes of the few.

What The Times Proposes.

The Times' plan for the river bridge to be constructed in connection with the proposed public market over the river between Main and Andrews Streets, as briefly outlined yesterday, has met with the enthusiastic approval of civil engineers, city officials and the thousands of taxpayers and citizens who have signed the river project petition.

A succinct statement of The Times' plan may be made as follows: The original proposition for the river site market includes the construction of a bridge, crossing the market from Mortimer Street to Front Street. Such a plan would necessitate the purchase or acquirement of considerable property opposite Mortimer Street on Water Street and on Front Street opposite Mortimer Street. If the bridge was then built straight across the river it would open on Front Street, a comparatively narrow thoroughfare, thus affording practically no approach to the bridge on the west side.

The Times proposes that the bridge shall be built diagonally across the river from Mortimer Street to a point opposite the east end of Market Street. The buildings to be removed in this case are the condemned city buildings on Front Street, and if this was done much money that might be expended in the purchase of property would be saved. On the first page today we print a rough map of the proposition and invite free discussion of the question. What do YOU think of the proposition?

AFTER DINNER SPEAKERS.

Chamber of Commerce to Hear Messrs. Jerome, Barnes and Hedges.

Secretary John Ives and part of the committee appointed to secure speakers for the annual Chamber of Commerce dinner returned from their mission to New York last night. The committee succeeded in securing promises to speak at the dinner from Justice William Travers Jerome, district attorney-elect of New York city; Hon. Job Hedges, deputy attorney-general of New York state, and General Alfred Barnes, the veteran New York publisher. Secretary Ives says that one other speaker will probably be added to this list. A promise from Justice Jerome was secured with much difficulty, for that official said he had already refused invitations to more than 200 banquets and meetings since his election.

Justice Jerome's conspicuous part in the aggressive crusade against vice in New York city; his striking personality, said to be much like that of President Roosevelt, and his unusual gifts as a public speaker, will make him one of the most popular and forcible figures that ever appeared at a Chamber of Commerce dinner. General Barnes and Mr. Hedges, too, are well known as public speakers, and the committee feels that from an oratorical standpoint the dinner will be one of the best ever given by the chamber.

Owing to the time involved in securing speakers the committee could not attend the national reciprocity convention in Washington, as it had intended. Mr. Brewster and Mr. Ford, with their wives, are still in New York, as is also Daniel B. Murphy, who is attending the sessions of the conference of charities and corrections at the Park avenue hotel.

JUSTICE JEROME'S SPEECH.

Will Outline His Proposed Amendment of the Raines Law.

The New York "World" says to-day:

"Justice Jerome has accepted an opportunity to carry his crusade for the amendment of the Raines law into the 'enemy's country.' In an address at the dinner of the Chamber of Commerce of Rochester on December 17th he will discuss the subject for the first time before an up-state audience.

"A Rochester committee came here on Wednesday to invite him to speak. He accepted when it was pointed out that he could thus appeal to the public sentiment of the central and western portions of the state in the behalf of more liberal excise laws for New York city.

"Justice Jerome declined last night to forecast his Rochester speech. It is expected that he will make an exact statement of the amendments he favors."

JEROME ON RAINES LAW.

He Will Tell Countrymen on Dec. 17 that a Change Is Needed.

Justice Jerome has accepted an opportunity to carry his crusade for the amendment of the Raines law into the "enemy's country." In an address at the dinner of the Chamber of Commerce of Rochester on Dec. 17 he will discuss the subject for the first time before an up-state audience.

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Justice Jerome declined last night to forecast his Rochester speech. It is expected that he will make an exact statement of the amendments he favors.

JEROME TO SPEAK AT THE CHAMBER'S DINNER

New York's Next District Attorney Accepts Invitation to Address Rochesterians.

The dinner committee of the Chamber of Commerce has secured as speakers for the annual banquet, Hon. William Travers Jerome, district attorney-elect of New York city; General Alfred Barnes, of New York, the veteran publisher, and Hon. Job Hedges, of New York, deputy attorney-general of the state.

The committee started for New York Monday night. On its list of possible speakers were the names of several New York men and Minister Wu, of the Chinese legation at Washington. In view of the fact that three speakers have been secured, it is not likely that Minister Wu has accepted. It is probable that the list is now filled.

Judge Jerome has been before the public so prominently of late that everyone knows who and what he is. It was he who as a special pleas justice of New York led the aggressive crusade against the gambling joints of that city. He is a young man of energy, believes in reform and is not afraid to act on his convictions. He is a forceful speaker. His personal appearance is said to be much like that of President Roosevelt. Judge Jerome led one of the most aggressive municipal campaigns of the state this fall in his fight against Tammany. He will take office January 1st.

General Barnes is one of the best known publishers of the country. Hon. Job Hedges is a well-known Republican and brilliant speaker.

The exact date of the dinner has not been announced, but it is known that the event will take place on or about December 17th. Mirror hall, Powers building, will be the place and the usual high order of these dinners will be preserved. Said a Rochesterian the other day:

"An acquaintance of mine, who goes about the country a good deal, and attends many big dinners, including the best by business men in New York, told me not long ago that the dinners given by the Rochester Chamber of Commerce are second to none. He said that we always had excellent speakers, a good menu and handsome and congenial surroundings."

The committee sent to New York expected to go on to Washington and attend the reciprocity convention. The conference closed yesterday and it is probable that the committee will return home without going to the capital.

JUDGE JEROME'S SPEECH.

Address at Chamber of Commerce Dinner Will Attract Wide Interest.

Secretary John Ives and part of the committee appointed to secure speakers for the annual Chamber of Commerce dinner have returned from their mission to New York. As has been announced, the committee succeeded in securing promises to speak at the dinner from Justice William Travers Jerome, District Attorney-elect of New York City; Hon. Job Hedges, Deputy Attorney General of New York State, and General Alfred Barnes, the veteran New York publisher. One other speaker will probably be added to this list.

The New York World said on the subject yesterday: "Justice Jerome has accepted an opportunity to carry his crusade for the amendment of the Raines law into the 'enemy's country.' In an address at the dinner of the Chamber of Commerce of Rochester on December 17 he will discuss the subject for the first time before an up-state audience.

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"Justice Jerome declined last night to forecast his Rochester speech. It is expected that he will make an exact statement of the amendments he favors."

UNIQUE ENTERTAINMENT.

Crayon Work and Vocal Illusions on Chamber of Commerce Programme.

Through the courtesy of H. H. Rich of the Central Lyceum Bureau, the entertainment committee of the Chamber of Commerce is able to announce for Monday evening at 8 o'clock the appearance of H. H. Mohr of Boston, rapid crayon and vocal illusion artist, in a unique and up-to-date entertainment, to which the members of the chamber and their families are invited.

The secretary of the Boston Art Club says of him: "Mr. Mohr can distance us all with his crayons." The New York Herald says of him: "Mohr's automatic singing is most wonderful and his crayon work exceptionally clever." Mr. Mohr has entertained at the drawing rooms of Mrs. Drexel, Mrs. Sloane, Mrs. Flagler, Mrs. Rockefeller, Mrs. Sears and others and presents a high-toned, humorous, progressive entertainment.

ONE OF OUR PROSPECTIVE VISITORS.

Justice Jerome, the district attorney-elect for New York, is coming to Rochester to speak at the Chamber of Commerce dinner. He may be assured in advance of a most cordial welcome. The people of Rochester have been deeply interested in the gallant fight he has made in the metropolis in behalf of good government, and rejoiced sincerely over his victory.

It is announced that Mr. Jerome will make a formal statement in his Rochester speech of his views, desires and purposes concerning the Raines law and the opening of the saloons in the metropolis on Sunday. The expectation of such a declaration would of itself not only assure a crowd at the banquet, but command the attention of the state at large and especially of New York city.

Rochester believes in the Sunday closing of saloons. There would be no question of a big majority in its favor if the question should ever be submitted to a popular vote here. Naturally, therefore, so far as that question and the maintenance of the essential features of the Raines law are concerned, Mr. Jerome will invade what Mr. Bryan would call "the enemy's country" in coming here on that mission. But he need not expect to be treated as an enemy, but rather as an honored guest who has a message to deliver and reasons for its acceptance to be urged.

MONDAY AFTERNOO

MORE LIBERAL LIQUOR LAWS

Dr. Stebbins Indorses Justice Jerome's Legislative Position.

GLAD HE IS COMING TO ENLIGHTEN ROCHESTER PUBLIC.

Well Understood That New York's Next District Attorney Will Strike Keynote of His Policy Here at the Chamber of Commerce Dinner.

The committee on the annual dinner of the Chamber of Commerce, Charles Goetzman, chairman, will hold a meeting at 4.30 o'clock this afternoon to perfect the details of that event. The date has been definitely decided upon. It will be December 17th.

At the Otis dinner there were so many guests that the dining-hall was uncomfortably crowded. This year fewer invitations to the dinner will be sent out, probably not more than 400. These, it is said, will include invitations to the presidents of the Chambers of Commerce and to the mayors of such nearby cities as Buffalo, Syracuse, Troy and Albany.

Western New York legislators, it is said, will also be invited with the special object in view of making them personally acquainted with Justice Jerome, district attorney-elect of New York city. So well understood is it that Justice Jerome's address at the dinner will strike the key-note of his future political policy that all of the leading papers of the metropolis will send representatives on that occasion.

Rev. Dr. H. H. Stebbins, pastor of Central Presbyterian church, in the course of his address before the Sunday school of the First M. E. church yesterday, said that one of the principal qualities most needed at the present time in the promotion of temperance reform is sanity. He declared that people need more intelligence concerning the facts about the liquor problem, not simply in Rochester but throughout the state, and

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...Rochester and New York City are both alike in the...
...Democratic and Republican citizenship...
...Rochester is distinctly American. A liquor law that would be unfit and advisable for Gotham would be absolutely impossible for the Flower City. The Times heartily indorses Justice Jerome's plan for Sunday opening for New York and has spoken in favor of it. It is not so sure of the wisdom of applying such a law in Rochester. This is a public question that demands more than ordinary consideration. At present The Times is opposed to Sunday opening in Rochester, but we are open to conviction. Let us hope that the subject will be freely and fully discussed.

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...similarly in other cities may throw more light upon the question and help to form a judgment of what measures should be adopted in individual localities or in the state at large. On this account, he said, he was glad that Justice Jerome was going to make a plea before the people of Rochester for more liberal legislation in the matter of the traffic in liquor, and that the public would be given opportunity to gain more rational knowledge of the problems which confront the state than it now possesses.

Since the most prominent feature of Justice Jerome's efforts a more liberal liquor legislation appears to be in favor of opening the saloons of New York city for a specified time on Sundays, Dr. Stebbins was asked if his general indorsement of Justice Jerome's efforts carried with it an approval of the Sunday opening feature.

"I would rather not say anything concerning that matter," replied Dr. Stebbins, "but would prefer to confine myself simply to what I have said."

NOVEL ENTERTAINMENT.

Unique and Pleasing Programme Presented to Chamber of Commerce.

The entertainment given last night by R. H. Mohr, of Boston, before the Rochester Chamber of Commerce and guests, was of exceptional merit. Mr. Mohr, a "rapid crayon and vocal illusion artist," as he calls himself, gives a clever parlor entertainment, and his audience last night was delighted. Mr. Mohr is an ex-newspaper man.

Both the crayon work and the vocal illusions were remarkable and called forth the applause of his audience. By the use of common crayons he accomplished surprising results, drawing from any letter or figure that might be suggested to him. His picture of a sunset at sea drawn upside down was a clever piece of work. He was fully as proficient in his ventriloquism and there was none of the tiresome tricks that often attend such an entertainment. His automatic singing was remarked to be the best ever heard here.

This was the second of the course of entertainments to be given by the Chamber of Commerce during the winter. Attendance is limited to the members and their families.

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TOASTMASTER GEORGE RAINES.

Selected to Preside at the Chamber of Commerce Dinner.

The Chamber of Commerce dinner committee was called together yesterday afternoon at 4:30 o'clock by Chairman Charles Goetzmann, who, after adjournment, said that the only business transacted was the decision to employ Teall as caterer for the annual dinner, which is to be held on the night of December 17th. Mirror hall has not yet been secured and Mr. Goetzmann said that the dinner might be held elsewhere. The price asked for the hall is not satisfactory to the committee.

Hon. George Raines has been chosen to act as toastmaster of the dinner. It is understood that District Attorney-elect Jerome is to outline his views on the excise law in his address and great interest is felt because of this. Secretary Ives says the New York newspapers are to send representatives and the address will be reported in full and placed on the wires.

Dem & Chron Nov 26/01

Paraguay Bank of Exchange.

Secretary Ives, of the Chamber of Commerce, who is also vice-consul to Paraguay, has received notice from Consul-General A. A. Rutes from Paraguay that an American bank of exchange has been established in Paraguay by the United States Trust Company, of Philadelphia, of which concern Consul-General Rutes is president. Heretofore it has been necessary for Americans to do all their business of this nature through some foreign bank.

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Rochester Chamber of Commerce

Through the courtesy of Mr. H. H. RICH, of the CENTRAL LYCEUM BUREAU of this city, the Entertainment Committee of the Chamber is able to announce for

Monday Evening, November 25, 1901,
at eight o'clock

THE APPEARANCE OF

MR. R. H. MOHR,

OF BOSTON,

RAPID CRAYON AND VOCAL ILLUSION ARTIST,

in one of his unique and up-to-date entertainments, to which the members of the Chamber and their families are invited to attend free of expense.

The Secretary of the Boston Art Club says of him, "Mr. Mohr can distance us all with his crayons."

The *New York Herald* says of him, "Mohr's automatic singing is most wonderful and his crayon work exceptionally clever."

Mr. Mohr has entertained at the drawing rooms of Mrs. Drexel, Mrs. Sloane, Mrs. Flagler, Mrs. Rockefeller, Mrs. Sears, and others, and presents a high-toned, albeit a humorous, programme, which cannot fail to please all who attend.

JOHN M. IVES,
Secretary.

ROCHESTER, N. Y.,
November 21, 1901.

ROCHESTER CHAMBER OF COMMERCE

THE ANNUAL MEETING of the Chamber for the Election of Officers for 1902, and for the election of eighteen Trustees for three years, and three Trustees for one year, to fill vacancies, will take place

MONDAY, DECEMBER SECOND,
Eight P. M.

EX-PRESIDENT CHARLES P. FORD will deliver a short address on the Reciprocity Convention, recently held in Washington, to which he was a delegate.

The outgoing and incoming Presidents will make remarks.

The Secretary's Report for the year 1901 will be presented.

Luncheon will be served by Teall.

John M. Ives
Secretary.

Rochester, N. Y., Nov. 30, 1901.

WHAT WE MAY BE THANKFUL FOR

A Symposium of Thanksgiving Thought From Prominent Men and Women of the Flower City.

Mrs. Helen B. Montgomery, Member of the Board of Education.

Your request for a brief list of specifications in answer to the query, "What Should Rochester be Thankful for?" tempts me to answer by quoting Robert Louis Stevenson's jubilant and all-inclusive couplet:

This world is so full of a number of things
That I'm sure we should all be as happy as kings.

This seems to cover the whole subject in a most suggestive and stimulating way, and leaves nothing more to be said.

If one must have particulars, those that seem to me most worthy of mention are the common blessings of the common day. Our little rills of personal blessings are bright and beautiful, but the great river of gladness is made up of gifts in which all share. The deep sources of joy belong to all—love, work, sacrifice, hope, faith. The differences that seem so great are after all superficial, and probably indistinguishable from a little distance. The flowers of joy blossom quite as freely in a cracked earthen pot as in the most elaborate of jardinieres, and no little personal good fortune can lift one an inch above the generous soil in which all true joys are growing.

Rochester—all Rochester—should be glad 365 days days in the year for our beautiful Genesee River with its untried and undeveloped powers of blessing and prosperity, glad for the beginnings of development of this our common blessing. Add to the river the gladness of the parks with their bloom of shrub and glory of autumn foliage, their play spaces for the children and coverts for the birds.

We ought to be grateful for room to have each our own bit of yard about even the humblest dwellings; glad for pure water and municipal good health; grateful for pilgrimages and lenten lectures and revival meetings that show that churches of every name are active and earnest; glad for the great movement for industrial and manual training led and inspired by the Mechanics Institute; glad that the way to a higher education is open to all Rochester girls in our own University; glad that the merchants of the city gave their employes a Saturday half-holiday last summer; glad and thankful that the street car service is improving; that people are growing more exacting in regard to clean streets; that we are to have a new High School; that there is more pride and interest in the city on the part of the citizens than ever before.

Time would fail me to speak of our wonderful market gardens that bring the best fruits and vegetables in the world within the reach of the poorest; of our flowers and shrubs and more than ordinary allowance of sunshine in October and November; of hospitals and fire department and election—but there I should drift off into subjects on which ideas of thankfulness would be hopelessly at variance—any anyway that is another story.

Dr. Rush Rhees, President of the University of Rochester.

With the return of this season of public thanksgiving for God's benefits to us as a people, it is inevitable that the tragedy of September should introduce a minor strain into all our song. That tragedy itself, however, has not been without its blessing to us, and it is peculiarly fitting that we should feel gratitude and express thanksgiving for the stirring of the deeper currents of our national life which followed the striking down of our President. It is well that, as we record our joy for continued prosperity and abounding harvests, we should have clearly in mind the truth that a nation's life, as well as an individual's, "consisteth not in the abundance of the things that it possesseth." Those finer, unmarketable treasures of uprightness, brotherhood and reverence for law and national honor, which have had fresh emphasis in these recent weeks, count largely among the causes for our grateful recognition of Him who through all the generations and in all the nations works for righteousness.

Another cause for gratitude akin to this already named is the growing spirit of generous co-operation among all the institutions in our social life which minister to civil righteousness. The Federation of Churches, which recently met in conference at Rochester, is but a sign of the way the current is setting. The passing of narrowness of understanding, and the coming of generous appreciation of the work and aims of men who phrase their creeds in other words than we should choose, is a cause for hearty thanksgiving to Almighty God.

Another cause for thanksgiving here in Rochester may be found in the greatly quickened interest in our schools begotten by the recent municipal campaign. In this the party of defeat may join equally with the party of success, for no ill can befall our schools equal in its results to lethargy and indifference. Out of honest differences of opinion most assuredly comes a truer adjustment to our actual needs than would otherwise be possible. Nothing so intimately concerns the future of the nation as the education of its children. No cause for gratitude, therefore, finds more fitting place on a day of national thanksgiving than this gladness in an aroused public interest in public education, and in a clear public demand that that education shall be the best that can be devised, and shall be determined solely with regard to the good of the children whom it is our duty to fit for citizenship.

Rev. W. C. Gannett, pastor of the First Unitarian Church.

Your question is, "What should Rochester be thankful for?" To my mind:

First—For its weather.

Second—For its low death rate.

Third—For its green-tree streets, and its back-yard hollyhocked gardens, its bits of old orchards, its parks, its river gorge in the heart of the city, and its Irondequoit suburb.

Fourth—For its multitude of individual homes—that it is a city of cottages.

Fifth—For the fact that it is still an over-grown village with a flavor of its own, and a 3-o'clock-in-the-afternoon air about it and a jog trot way—and with all this, most of the conveniences of big-city civilization.

Sixth—For its present School Board and what it has done in the last two years and what it is going to do.

Seventh—For its new High School.

Eighth—For its Mechanics Institute, and for Captain Lomb.

Ninth—For Mr. Eastman's gift and the example to others that lies therein.

Tenth—For its university opened to girls.

Eleventh—For the cradling here of the woman's rights movement, and the signs in our midst that it is going to turn into a woman's duties movement, and for Susan B. Anthony.

Twelfth—For the new civic spirit which is rising among our citizens, and the signs that the independent voter, who votes and is not voted, is multiplying.

Rev. Dr. W. R. Taylor, pastor Brick Presbyterian Church.

What should Rochester be thankful for? For every good thing she has, and for every evil thing which she has been spared; for our share in the great inheritance from the past, in the prosperity of the present, and in the promise of the future; for our favorable situation, our busy industries, our happy homes, our excellent churches, our free schools, our charities and philanthropies; our peace-loving and law-abiding people; the advantages which make our city one of the most healthful in the world; our grass and trees, breaking up the continuity of stone streets and walls, and our parks that preserve bits of God's country in man's city; and last, but not least, our part and lot in the great American Commonwealth, the grandest Republic mankind has ever seen, the United States of America.

Thankfulness always implies a personal object. We cannot be thankful to a principle, or an impersonal force, or to a thing. We cannot be thankful to nothing any more than we can be thankful for nothing. Our National Thanksgiving is the nation's recognition of a personal God, the God of Nature and of Providence, the righteous and loving Father of men. Let us praise HIM, and [illegible] with our lips but with our lives.

Rev. Frank F. Fry, Pastor of the Church of the Reformation.

To the reflective mind there are countless reasons which should prompt the citizens of Rochester to celebrate Thanksgiving Day of 1901 with a peculiar sense of gratitude. The old Saxon word "thanc" meant "think;" primarily, therefore, to be thankful is to be thinkful. When communities are thoughtful they are thankful. Cities as well as individuals have their thanksgiving periods. Memphis and Thebes offered to Isis; Athens and Eleusis had their Thesmorphia festivals; Rome celebrated the Saturnalia; Jerusalem annually kept the Feast of Tabernacles, and this prosperous and progressive city of Western New York, along with other American municipalities, has abundant reason to observe Thanksgiving Day.

Few years in its history have afforded such cause for gratitude as this initial year of the new century of progress and achievement. The sturdy, vigorous health of its people, the low rate of mortality, increasing business activity and commercial prosperity; the unimpaired integrity of its public credit; the steady and growing volume of trade, which furnishes daily employment to thousands of its people; its busy, thriving factories and industrial establishments of every description; the solid, uninflated growth of its population: all these call for serious thought and devout civic gratitude.

The passing year has many dark spots, and yet how bright it is! All about us are the bountiful evidences of Divine goodness. In home and society, in school and church, in the city and the nation, the manifestations of Providential favor and blessing have been wonderful; more than the stars of the firmament or the sands of the seashore. Every moment of 1901 has been laden with special gifts.

Bring before your mind today the delights of home with its family reunions and sweet associations. Think of the superior educational advantages we enjoy, our public schools with their elevating culture and advanced methods of learning, our academies, colleges, seminaries and university, which justly awaken our civic pride. Count up the volumes in its libraries which scatter broadcast the dissemination of knowledge and shatter every excuse for ignorance in this enlightened city. Recall its social fellowship and joys of friendship, staple as mountins and radiant as stars.

Observe in every section of Rochester the church spires pointing skyward, the temples of religion standing as very bulwarks of our faith and freedom. Let us be thankful for growth in character, in civilization, in citizenship, in Christianity. We, as well as the cities across the sea, need to utter the passionate refrain of Kipling's "Recessional:

"Lord God of Hosts, be with us yet,
Lest we forget, lest we forget."

F. L. Starrett, General Secretary, Y. M. C. A,

First—Rochester should be thankful for its geographical position, situated as it is in the midst of one of the finest fruit and vegetable countries in the world, thus insuring a cheap and good living for all time, preserving us from food famine and want.

Second—Rochester should be thankful for its many and varied manufactories that furnish work for vast numbers of its people, thus keeping its money in circulation. Many cities are dependent upon one industry for their livelihood. Rochester could lose one or more such industries without being seriously crippled. This keeps Rochester from business famine.

Third—Rochester should be thankful that its people rise up in their might against moral wrong and civic corruption whenever found, thus preserving us from moral famine.

Fourth—Rochester should be thankful that so many of our workingmen own their homes. Truly the home is the "bulwark of defense."

Fifth—Rochester should be thankful to Almighty God for its many churches, its strong pastors, its large church attendance and the observance of the American Sabbath.

Sixth—Rochester should be thankful for its carefully guarded and excellent school system, its colleges, its educational institutes so splendidly equipped, for its excellent newspapers and for every institution that seeks to uplift the moral and educational interest of its people.

Seventh—Rochester should be thankful for its sterling business men, whose splendid careers are known the country over.

Rev. Isaac P. Coddington, pastor First Universalist Church.

"What has Rochester to be thankful for?" Well, a good many things. You need not think this is "taffy," for I do honestly think that Rochester has good reason to be truly thankful for the large intelligence, clean public spirit and, for the most part, high moral tone of its newspapers, in which the baneful yellow streak is at least not made prominent, if indeed, it appears at all. For what should we be more thankful than for a clean press whose influence for good are felt in the community to [illegible]

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Again we have a mighty good reason for [illegible] fact that Rochester has a citizenship that [illegible] and is wise enough to keep it and to push it [illegible] progress in the same direction. I refer to the re-election of those superbly brave, wise and efficient members of the School Board whose terms had expired. Thank God and the sane, sound good sense of Rochester's splendid men and women who by influence and vote have averted from our schools the calamity that seemed to threaten. While we are about it let us be thankful that the "smoke" and "soot" nuisance is becoming so abominable that some way of abating it will have to be found.

Then again, we have to be thankful for the evidently enlarged and enlarging spirit of fraternity, good will and co-operative sympathy and helpfulness among the churches of Rochester witnessed in the attempt—even should it prove to be only an attempt, of Church Federation in Rochester. It were better to attempt a good thing and fail than never to attempt at all. The very attempt shows that the spirit is at work and the "world do move."

We may put off the fulfillment of God's will, but we cannot forever frustrate it. Let us be thankful that the dawn of day appeareth, lighting up at least the horizon's rim, when scoffers will again be forced to express the same sublime encomium upon modern followers of the Master as was pronounced upon the early disciples, towit: "See how these Christians love each other."

Rev. Charles Elbert Hamilton, pastor of the First Methodist Church.

Rochester has reason to be thankful for a clean press, for its beautiful parks, for its multitude of happy homes, for the great number of citizens who are unselfishly devoted to its welfare, for the high morals of its business community, for the intense interest of its citizens in its system of public schools, and for the men and the woman who have without remuneration, given so much time and energy to their betterment.

Rochester has also reason for thanksgiving for its many beautiful charities and philanthropies, for its Christian Associations, for the prosperity of its churches, for its great Bible classes of men.

It has also reason to be thankful for those who are lessening its vice, enlarging its virtue, and for those who expose, continuously and fearlessly, the evils inherent in the sale and consumption of intoxicating liquor.

Hon. Adolph J. Rodenbeck, Mayor-elect of Rochester.

The people of Rochester should be thankful for every prosperity that has come to them, for every success they have achieved, for every advancement they have made, and, while not unmindful that there are many who have had to face reverses, sorrows, trouble and want during the year, who have suffered bodily and mental ills and whose lives have had more of shadow than of sunshine in them, we should remember that there are blessings other than material prosperity for which we should be thankful, and that, whatever our condition, we should be grateful for these blessings, and for every kind word and deed that has helped us to bear any misfortunes that have come to us, every act of forgiveness and self-sacrifice practiced, every noble sentiment expressed and pure thought entertained, and every effort that has tended to make the world brighter and better and its people happier and more contented, for in these things rather than in our material prosperity lie the true hope for better days and the real source for Thanksgiving.

A. B. Lamberton, President of the Chamber of Commerce.

"I think that Rochester has much to be thankful for this Thanksgiving. During the past year many new labor-employing manufacturing concerns have been, through the efforts of the Chamber of Commerce, added to the already large list of industries in the city. We should be thankful that the work of the Chamber was attended with such success. We should also give thanks for our superb schools and for the high moral tone of our people. The Rochester University has, since last Thanksgiving, opened its doors to women and the Chamber of Commerce has admitted to its membership professional men as well as business men. These, with the continued prosperity of our city, are favors for which we should thank our Creator on next Thursday."

Rev. Clarence A. Barbour, pastor of Lake Avenue Baptist Church.

Rochester is often spoken of as a homelike city. We are glad that it is thus known. Rochester is a city of homes. It was true a few years ago, and, if I mistake not, the fact is unchanged, that statistics show that a larger percentage of our people own the houses in which they dwell than is the case with the people of any other city of equal population. Houses owned by the occupants do not guarantee that within those houses there shall be true homes, but the fact stated above would indicate a love here for the home idea, a sense of home permanency. One of the reasons for thankfulness in Rochester at this season of the year is the home idea and the home life. This is particularly emergent just now, for the home is one focal point of the ellipse of Thanksgiving; the other focal point is God. Worship and the family gathering in the home—these are and ought to be the two central thoughts of Thanksgiving.

If in our city we are rejoicing in our homes, where are those who love us, who believe in us, where are the true love of husbands and wives, the loyal and tender ties of brothers and sisters, the voices and footsteps of little children, there is cause enough for the observance of this day. And it is a good day to open homes to the homeless, a good day to see to it that some fireside blazes a welcome to every lonely and wandering one. May it be many a year before, in Rochester, there shall be less of the home idea than now, for the home is the strength and bulwark of the best municipal, and state, and national life. I do not doubt that one reason, and a main reason, why Rochester holds so enviable a position among the cities of the land is her cherishing of the idea and the fact of home life.

IN ARCHER HALL

Place Chosen for Chamber of Commerce Dinner.

PRICE FIXED AT $5 A PLATE

Number of Guests Is To Be Limited to 400 — Western New York Legislators and Mayors of Second Class Cities Are To Be Invited — A Sumptuous Feast Is To Be Served.

Arrangements for the Chamber of Commerce annual dinner are progressing with gratifying results. All that now remains is the selection of the speakers, the perfection of minor details and the actual materialization of the banquet.

These important facts were decided at a meeting of the dinner committee, held yesterday afternoon in the chamber rooms:

Time—Tuesday, December 17, 1901.
Place—Mirror Hall, Powers block.
Caterer—Isaac Teall.
Toastmaster—Hon. George Raines.
Music—By Dossenbach's Band.
Admission—Each ticket $5.
Number of Tickets—Limited to 400.
Guests—Legislators from Western New York and Mayors of second class cities.

Chairman Goetzmann presided at the meeting of the dinner committee yesterday afternoon. Negotiations had been opened for the rental of Flishugh and Eureka Club halls, but the owners of Powers Hall made a satisfactory arrangement and that hall was unanimously selected by the committee. There are no halls in the city better adapted for banquet purposes than Mirror Hall, and there was some regret expressed at first when it was suggested that the banquet be held in some other place. The hall is finished in white, has a plethora of mirrors around the walls, is beautified by a pretty balcony extending around the side walls of the room and the appointment for the cloak, ante and smoking rooms is excellent.

After this matter had been decided the question of price of tickets was discussed. Some of the committee favored $4 and there was a slight sentiment in certain quarters that the price should be reduced to $3. Caterer Teall announced that he would serve the finest banquet he has ever decocted and would provide a service par excellence provided his commissions per cover were increased over previous years. As the committee intends to make this dinner the peer of any ever given, it was agreed to grant the increase to the caterer. In view of this reason it was decided to fix the price of tickets at $5.

There was some difference on the number of guests to be invited, but the committee agreed on 400. This will not crowd the tables nor test the capacity of service of the caterer. It will also leave space in the hall for a better arrangement of the tables.

Music will be furnished by Dossenbach's Orchestra. The repertoire of selections has not been submitted to the committee, but it has been settled that classic and popular music will be about evenly discoursed. As in the past the orchestra will be hidden behind a bank of ferns and palms in the east end of the hall.

Practically all of the work devolving upon the committee has been completed and sub committees have been appointed to attend to the detail. A list of these committees was given out by Chairman Goetzmann last night. He is a member ex-officio of all of them. The list is as follows:

Menu Cards and Printing.—Wendell J. Curtis, Harry S. Woodworth.
Cigars and Wines.—Albert E. Vogt, William C. Likly.
Check Room.—Harry S. Woodworth, Charles T. Chapin.
Police.—Simon N. Stein, Wendell J. Curtis.
Music.—William C. Likly, Albert E. Vogt.
Hall and Decorations — Charles T. Chapin, Simon N. Stein.

THE COURIER is indebted to Mr. John M. Ives, Secretary of the Rochester Chamber of Commerce, for an elegantly gotten-up publication just issued by the Chamber of Commerce, setting forth the wonderful business industries of the city of Rochester. The publication is exceedingly interesting and instructive, and Secretary Ives will accept our thanks for his courtesy.

[illegible] FOR ROCHESTER.

Large Milling Company Looking for [illegible] New Location.

It needs but a glance inside the covers of the big reference book kept by Secretary Ives, of the Chamber of Commerce, to see that the eyes of manufacturers and other business concerns contemplating removal, have their eyes on Rochester. A little effort put forth would result in this city's acquiring several new business concerns of this sort every few months. Rochester, because of its water facilities affording cheap power, its railroad facilities, plenty laborers and other advantages, as well as the absence of disadvantages, at once attracts such business houses as contemplate removal from their present locations.

The latest letter to be received by Secretary Ives is from the Taco Milling Company, at present doing business at New Brunswick, N. J. The letter states that the plant has been in operation about one year and that present indications are that it will have to be greatly enlarged because of the increase of business. "It is destined to be one of the largest cereal manufacturers in the country," to quote the letter, and while contemplating enlargement, the firm is looking about for a suitable permanent home before increasing its present plant. The concern is open to consider a location in another city having good facilities for shipping, where labor is not too high and coal is not expensive.

The letter says that they prefer a city where there is already a building that can be acquired. The structure to be from 50 to 70 feet in width and from 150 to 200 feet long and four or five stories high and of brick construction. From 40 to 100 horse-power is needed and from fifty to one hundred hands will be employed at first.

The cost of moving the present plant will be about $6,500. New York state is preferred and Rochester is favored. Whether the concern comes here and adds its industries to those already a part of Rochester depends largely on the efforts put forth to acquire the new industry.

AFTER ANOTHER SPEAKER.

Richard Young, of New York, Wanted by the Chamber of Commerce.

Governor Voorhees, of New Jersey, cannot attend the Chamber of Commerce dinner. Previous engagements will prevent. Efforts are now being made to get Richard Young, of the firm of Richard Young & Company, leather dealers, of New York city, to accept. In his report of the reciprocity convention last night, Charles P. Ford told the Chamber of Commerce that Mr. Young made the best address of the Washington convention. A business man, thoroughly versed in his subject, he rose to address the conference with manuscript prepared, but when he warmed up, he discarded his notes. The newspapers and the trade journals gave him the credit of making the most convincing and brilliant address of the entire convention.

Mr. Ford says that Mr. Young has made a special study of the tariff question. He has traversed the world twice over and studied the relations of foreign countries to the United States. If he speaks before the Chamber of Commerce his subject will undoubtedly be reciprocity, and because of the local interest in the question it is hoped that he will accept.

Chamber of Commerce Election.

The annual meeting of the Chamber of Commerce will be held Monday night next at 8 o'clock. At this time the election of a president and three vice-presidents will take place, as well as the choice of eighteen trustees for three years and three trustees for one year to fill vacancies. Charles P. Ford will give a short talk on the reciprocity convention held at Washington, D. C., to which he was a delegate. Retiring President Lamberton will address the chamber and Hon. Henry C. Brewster, who without doubt will be elected president, will make brief remarks on taking the chair for the year. Secretary Ives will make his yearly report. Luncheon will be served by Teall.

YOU ARE INVITED TO ATTEND THE FOURTEENTH ANNUAL DINNER OF THE ROCHESTER CHAMBER OF COMMERCE, AT POWERS HALL, TUESDAY EVENING, DECEMBER SEVENTEEN, AT SIX-THIRTY.

THE SPEAKERS WILL BE JUSTICE WILLIAM TRAVERS JEROME, HONORABLE JOB E. HEDGES, GENERAL ALFRED C. BARNES, AND HONORABLE MARTIN W. LITTLETON.

PRICE OF DINNER WILL BE FIVE DOLLARS, WITHOUT WINE, WHICH MAY BE PURCHASED BY THOSE DESIRING IT.

THE NUMBER OF GUESTS WILL BE LIMITED TO FOUR HUNDRED.

APPLICATION FOR TICKETS SHOULD BE MADE AT ONCE, AS NONE WILL BE SOLD AFTER THURSDAY, DECEMBER TWELVE.

ROCHESTER, N. Y., DECEMBER FOUR, NINETEEN HUNDRED ONE.

DINNER COMMITTEE
ROCHESTER CHAMBER OF COMMERCE.

Enclosed find my check for $ ..... payable to the ROCHESTER CHAMBER OF COMMERCE, for ..... seats for Fourteenth Annual Dinner.

I would like to sit near .....

.....

.....

For Officers of the
ROCHESTER
CHAMBER
OF
COMMERCE
for the year 1902.

For President,
HENRY C. BREWSTER.

For First Vice-President,
DANIEL B. MURPHY.

For Second Vice-President,
T. B. DUNN.

For Third Vice-President,
LOUIS N. STEIN.

ROCHESTER CHAMBER OF COMMERCE
FOURTEENTH ANNUAL DINNER
TUESDAY DECEMBER SEVENTEEN
NINETEEN HUNDRED ONE

Mr.

TABLE .....

SEAT No. .....

For Trustees for Three Years.

George W. Aldridge,	Michael Doyle,
Charles H. Babcock,	C. C. Davy,
Herman Behn,	A. B. Lamberton,
E. Frank Brewster,	Henry Lomb,
Wm. F. Balkam,	Henry S. Mackie,
John N. Beckley,	George E. Merchant,
Harold P. Brewster,	George L. Primrose,
Milton Clark,	Irving Rouse,
Wesley Crouch,	H. H. Rich.

For Trustees for One Year.

John K. Hunt,	V. F. Whitmore,
W. H. H Rogers.	

FOURTEENTH ANNUAL DINNER OF THE ROCHESTER CHAMBER OF COMMERCE

AT POWERS HALL, ON TUESDAY EVENING, DECEMBER SEVENTEENTH, NINETEEN HUNDRED ONE, AT SIX-THIRTY O'CLOCK. RECEPTION FROM SIX TO SIX-THIRTY.

ADMIT MR.

NOT TRANSFERABLE.

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REVIEW OF THE YEAR'S WORK

ANNUAL REPORT OF THE CHAMBER OF COMMERCE.

ADVANCEMENT OF CITY

ROCHESTER'S PROGRESS SHOWN BY SECRETARY IVES.

ELECTION OF OFFICERS

Ticket Made up by the Nominating Committee Elected Without Opposition—Brief Addresses by the President-Elect and the Retiring President—Reciprocity Convention.

The annual meeting of the Chamber of Commerce was held last night. The business transacted was the election of officers and trustees and the presentation of the very interesting and exhaustive annual report of Secretary Ives. Charles P. Ford read the report as delegate to the reciprocity convention held last month at Washington. The new officers made brief remarks and President Lamberton, retiring, made an informal address. Luncheon was served by Teall.

The roll call and reading of the minutes were omitted. The secretary was instructed to cast one vote for the trustees, which he did, and they were declared elected. The same procedure was followed in the election of the officers. The nominations were made some time ago by the nominating committee and were familiar to all. There was one change in the original ticket, the name of Daniel B. Murphy being substituted for that of Rufus A. Sibley, as first vice-president of the chamber. Mr. Sibley declined the honor, on account of business and health. The officers for 1902 are:

President—Hon. Henry C. Brewster.
First vice-president—Daniel B. Murphy.
Second vice-president—T. B. Dunn.
Third vice-president—Louis N. Stein.

Trustees for three years—George W. Aldridge, Charles H. Babcock, Herman Behn, E. Frank Brewster, William F. Dalkam, John S. Beckley, Harold F. Brewster, Milton Clark, Wesley Crouch, Michael Doyle, C. C. Darcy, A. B. Lamberton, Henry Lomb, Henry E. Mackie, George E. Merchant, George L. Primrose, Irving Rouse and H. H. Rich.

These were elected trustees for one year to fill vacancies caused by death and resignation: John K. Hunt, V. P. Whitmore and W. H. H. Rogers.

Mr. Ford said in his report of the reciprocity convention, that he believed the question of reciprocity has been in the minds of all business men for some time. He told of the manner in which the convention had been brought about, through the belief of certain manufacturers that there should be some modification of the tariff laws, and of the interesting of chambers of commerce, boards of trade and like organizations in the matter. He spoke especially of the existing conditions of trade with France, saying that American-made ladies' shoes were taxed about 50 cents more than those imported from other countries. This, he said, was only an instance of the discrimination against this country because of our high tariff on some things that France wishes to send here.

The report, Mr. Ford said, was his impression of the convention. He read extracts from some of the most brilliant speeches made there. Some of the addresses showed that there was objection to any modification of the present tariff laws. There was a delegation of Canadians present and these men spoke in favor of more lenient tariff laws and of the trade relations of this country with Canada. "Canada wants free trade in natural products," said the speaker, "and the Canadians said the existing conditions could not continue."

All the resolutions offered by the delegates were referred to the committee on resolutions without debate and from out of them came two sets of resolutions. The first set was unanimously adopted, with the exception of three delegates, and one of these afterward withdrew his vote and placed it with the majority. Those resolutions favored modification in the tariff in special instances. A committee was appointed to lay the resolutions before the president, the ways and means committee of the house of representatives and the finance committee of the senate. The resolutions also recommended a reciprocity commission. Mr. Ford was given a vote of thanks for his interesting report.

Secretary Ives then read his report. After a vote of thanks had been given to the secretary, President Lamberton introduced Mr. Brewster, who made brief remarks. Mr. Brewster said that it was a great pleasure for him again to accept the presidency of the Chamber of Commerce. It considered it renewed evidence of confidence and esteem. He said he should expect the support of all the members. Collectively they could accomplish many things, while some of them alone, perhaps, could accomplish little. He had had forty years' experience as a business man in Rochester, and in that time had seen the city grow to four times its former size, and he believed there was now as good opportunity for growth as forty years ago. He said that, after consulting with the secretary, he should map out a line of work, and hoped to accomplish much for the city in the next year.

Mr. Murphy thanked the chamber for the honor that had been conferred upon him and said it was only after considerable persuasion that he had accepted office. He assured all a greater efforts for the welfare of the city and said that, as a

standing all that had been accomplished, there was much left undone. Mr. Dunn made a few remarks and then President Lamberton thanked the members for the co-operation they had given him, and said the year had been a very pleasant one to him. He said that no doubt Mr. Murphy had struck the right chord and that the business men of the city should support the chamber, as it was a peculiar organization, unlike any other in Rochester. It should lead, not follow, in all matters pertaining to the welfare of the city.

The report of Secretary Ives follows:

To the officers and members of the Rochester Chamber of Commerce:

I have the honor to present the fourteenth annual report, as follows:

The past year has been marked by many stirring events and some stupendous achievements in the scientific and commercial centers of our country which have had a great bearing upon the industries of Rochester. In the departments of mechanical engineering, manufacture of electrical appliances and machines there has been great activity in our local establishments than ever before. This may be accounted for by the increased demand for American inventions and machinery in foreign lands.

Your secretary has kept an eye continually upon the demands for Rochester products in foreign countries and finds that they are steadily on the increase. In fact, we are just ever on the verge of seeing manufactures for foreign markets and in the first flush of what is destined to be a foreign trade that should greatly augment the output of Rochester, thus increasing its wealth and population.

That the reputation Rochester enjoys in the foreign lands is so well established is due to the forethought of many members of the chamber of commerce, who have mailed matter published by the corporation from time to time to all parts of the world. And hereby is illustrated the wisdom of publishing such books as are issued by this chamber. They contain the very information that people living in other lands need to know about a number of buildings erected. Vast number of folders and booklets have also been published by the chamber and scattered to the four corners of the world through the correspondence of many manufacturers, merchants and professional citizens of Rochester, and this has had much to do with increasing the orders for Rochester-made goods.

There has been a surprising increase in the demand for photographic instruments and material, and could the exact amount of the output be ascertained it would astonish to cause astonishment. Rochester should be proud of the great Eastman Company and other photographic concerns here, which give employment to so many of our people and spread the name of Rochester over the entire globe. The Bausch & Lomb Optical Company is another great firm which Rochester should feel proud. It is the largest establishment of its kind in the world, and ships its products to every country, adding thereby to the fame of Rochester as a manufacturing city.

The two other industries that have been the mainstay of Rochester—in fact, they brought it to the front—are the clothing and shoe manufacturing. Rochester is famous for its high-grade shoes. During the hard times their sale fell off, but all the revival of prosperity the superior shoes of Rochester came into demand to such an extent that new firms were established and old factories built to accommodate the operatives needed to fill orders. The demand for shoes from all parts of the world are too large for the capacity of Rochester alone, but by increasing the output more factories will be necessary to meet the demands. Looking before the growing demand can be satisfactorily met. Rochester also leads in the fine clothing trade, and its productions are to be found in many parts of the globe. Never before were there so many orders on hand for Rochester clothing as are to-day booked by the various first-class clothing manufacturers of this city. Every firm is working full, and ever time, in the endeavor to meet the demands for their goods.

These very important industries—photographic appliances, optical instruments, shoes and clothing—are sufficient to establish the commanding manufacturing status of any city, but how insignificant they are in comparison to the whole of the industries that are carried on in Rochester!

The manufactures of this city as enumerated in "Rochester, The Power City," the 1900-01 publication just issued by your body has aroused the greatest astonishment in the minds of many readers, and it has been stated that no other city has such a multiplicity of industries. Indeed, to read over the list of Rochester products is one of the most interesting features of the book, and although Rochesterians have become accustomed to the list and pay little heed to it, strangers are apt to think it an exaggerated statement. But so far from its being overdrawn, there are some industries carried on here that have escaped mention.

ROCHESTER AS A TRADE MARK.

There is a tendency in all great commercial centers for certain people to become disgruntled and complain of many things they think the Chamber of Commerce ought to remedy. Rochester has a few such complainers from time to time. They claim that villages in the vicinity stand ready to buy stock in their concerns, give them buildings, and exempt them from taxation. And they actually entertain the idea of removing their industries to obscure places where they would be lost to the commercial world. Some of these grumblers are beginning to find out that the word "Rochester" on their labels has a magic effect on the markets of the world, and consider the privilege of printing that legend on their wares a fair return for they pay for it in the shape of rent and taxes.

While the word "Rochester" carries enormous weight as a guarantee, the name of some obscure village would simply act as a detriment on productions. The Chamber of Commerce as a body has always endeavored to counteract anything calculated to injure the business firms of Rochester, but it cannot control local legislation, nor provide capital to launch or support business schemes or corporations. It has always encouraged new ventures, and occasionally men have been induced to put capital into enterprises through the recommendation of the chamber.

TROLLEY EXTENSION.

Public sentiment was responsible for the reorganization and thorough re-equipment of the street railroad system of Rochester, which has extended its trolley lines to Sodus Bay, thirty-nine miles distant. The chamber has also assisted other corporations in obtaining franchises for the building of roads to Syracuse, 78 miles; Geneva, 45 miles; Horseheads, Geneseo, Mt. Morris and Dansville, 75 miles, and Niagara Falls, 123 miles. The magnificent system of long distance routes in connection with the lines running to the lake and summer resorts, and the city service will make the coming trolley service most complete.

The establishment of long-distance trolley lines will not only be of enormous commercial advantage to the cities, but the social and economic influences and conditions will be improved by increasing the happiness, comfort and contentment of thousands of people living in rural districts. An impetus will be given to commerce by bringing city people and country people in closer touch, our wholesalers and retailers, hotel keepers, theaters, institutions, societies, churches and schools will all be benefited, while dairying and agriculture will be encouraged owing to the fact that produce can be conveniently and cheaply transported to the various markets en route.

NEW BUILDINGS ERECTED.

A striking evidence of Rochester's prosperity is seen in the number of buildings erected during the past year, especially those partaking to manufactures. Among the latter may be mentioned the following structures completed and those coming and approximating better and more extensive

[illegible] day to day [illegible] ...ffer, often [illegible] ...ial duties [illegible] ...ing and assistance to the [illegible] ...routine of each week, but is performed with [illegible] ...upon the patience, but by sustaining [illegible] ...alacrity and courtesy. For sustaining [illegible] ...is a stream of inquiries over the telephone [illegible] ...from all classes of our citizens regarding [illegible] ...questions pertain to the industries of our [illegible] ...city, others regarding markets, stocks, railroads, corporations, individuals at home and abroad, names, dates and [illegible] ...cost. Some of the questions are very amusing and seem to imply that the secretary's office of your chamber is a sort of encyclopedia or bureau of general information.

The entertaining of visitors from other cities frequently consumes a good deal of time. I have, however, regarded this feature of the chamber's work as very important, as certain entertainments of an expensive character for the benefit of our citizens generally and for the families and friends of members of the chamber. The project of securing good, elevating music in the public parks during the summer months was inaugurated and carried out most successfully. The first public concert in the Kimball Memorial Hahnemann Hospital, brick building, costing $15,000; Rochester Homeopathic Dispensary, an addition, costing $5,000. Total cost of hospital buildings, $20,000.

One hundred and seventy-eight thousand dollars have recently been expended in new church structures, including the elegant edifice to First Universalist Society, costing $18,000; Church of the Blessed Sacrament, brick building costing $20,000; First Methodist Episcopal Church, costing $60,000.

No less a sum than $196,500 has been appropriated for the construction of charitable, fraternal and financial buildings, as follows: German Home for the Aged, brick building on South avenue, costing $11,000; Florence Home, Mt. Hope avenue, costing $10,000; Masonic Temple Association, brick and steel building, costing $150,000; Genesee Valley Trust Company, costing $25,000. The total number of buildings erected so far in 1901 is 230, at an estimated cost of $1,768,500. Number of buildings remodeled, 161. Total number of buildings erected and remodeled 743. The cost erected and remodeled during eleven months in 1901, $2,099,101; which considering the fact that the year, as will be seen by the following table:

Total amount of building in 1898...$1,394,000
Total amount of building in 1899...1,960,...1,497,480
Total amount of building in 1900...1,680,178

HEALTHFULNESS OF ROCHESTER.

It must be very gratifying to the citizens of Rochester to know that they are living under health conditions that surpass those in any city in the United States. This is due in great measure to the watchfulness on the part of Health Officer Goler. The Chamber of Commerce has always taken a deep interest in the sanitary condition of our city. The deaths for the past ten months as reported by Dr. Goler number 1,088. Based on a population of 170,000, Rochester's annual death rate would be but 13 per thousand, a truly remarkable showing.

ROCHESTER'S WATER POWER.

A subject that has been persistently agitated and encouraged by the Chamber of Commerce is the development of Rochester's marvelous water power possibilities on a scale commensurate with the needs and progress of our city. The subject has been most obviously discussed in meetings, lectures, editorials and addresses by men and women of season. Forty thousand illustrated folders and booklets have been scattered abroad advertising Rochester as the "Power City," giving details of the advantages to manufacturers of locating their industries here. The result is that Rochester has been heralded as never before in its history as one of the most important manufacturing centers, and the results are gradually being felt by the increase in our trade and the constant inquiries regarding details by those who contemplate moving their plants from present locations.

An additional 10,000 horse power will be available for manufacturers the coming spring, and 30,000 horse power from the lower falls will be supplied later on, making 50,000 additional horse power to the city of Rochester. This certainly is most important.

I cannot be adequately announced in cold type or by word of mouth. It is an item of news that should make glad the heart of every resident of Rochester, because it means the eventual doubling of our population and the rendering in conditions of life, of comfort many thousands of our people.

PUBLIC MARKET, CONVENTION HALL, ETC.

During the year the Chamber of Commerce has endeavored to mold public opinion favorably towards several projects of the highest importance to Rochester. The one that is most difficult to handle is that in connection with the construction of a public market. There are so many interests, tastes and prejudices to overcome or conciliate that it seemed at one time as though the project would have to be abandoned. But through the efforts of a committee of progressive men the matter is assuming businesslike and tangible form.

Another project that has engaged the attention of the chamber is the building an adequate convention hall for our city. It has long been realized by the chamber that Rochester needs a building that can accommodate large conventions and be available at any time for emergency meetings, political, religious, musical and social. The absence of such a structure has been a decided detriment to Rochester in the past. It is a fact that our city would have been preferred many times by great conventions had we possessed a hall of sufficient capacity to accommodate the people attending them. It needs no very deep calculation to realize that hundreds of thousands of dollars have been lost to this city in past years by our not having this convention hall.

In its efforts to accomplish the erection of this building the chamber has had a standing committee on hall convention, but it still in power, and meetings have been held from time to time to discuss the subject, but which have lately been held in abeyance from the fact that the Masonic fraternity had entered upon the great project for building a temple, and I am happy to say that the beautiful and costly structure will soon stand among the distinguished buildings of our city. But this building does not meet the requirements of a convention hall, being, strictly speaking, devoted to the interests of Masonry and available for social functions, by courtesy, to other secret societies. The fact that the Masons have been so successful in their great enterprise should stir the citizens of Rochester to further determination to build a convention hall without further delay.

The chamber also advocates the building of a new armsal for the accommodation of our National Guard and the proper storing of arms. Having in mind the motto, "Eternal vigilance is the price of liberty," the chamber realizes the necessity of always being well prepared to meet any emergency.

An enlarged postoffice is also a necessity, as well as a deepened channel and a new pier at Charlotte.

DEEP WATERWAY.

Another project that has claimed the earnest attention of the chamber is a deep waterway by which it is hoped to greatly facilitate transportation to the seaboard. The chamber has been represented at various meetings and conventions held to discuss the best plans for this great waterway and ways and means for its accomplishment. Efforts have been made, and are still being put forth, to secure an adequate governmental appropriation for the accomplishment of this great work which would do as much to increase the industries of this section of the state.

UNDREADED WORK.

A great deal of work attending the year [illegible] ...ber of Commerce [illegible] ...ing [illegible] ...ing [illegible] ...ing

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...mount of blackmail will be possible to dishonest officials. "Innocent" amusements may be suppressed by him should he determine they do not merit that designation. It will be in his power to close a theater, shut up a dance hall or stop the business of a restaurant.

Mr. Jerome is not at all likely to manifest the traits of a tyrant in the conduct of his important functions. It is certain however, that he will not countenance much that has hitherto been sanctioned under various legal loopholes.

It may be asked. If the district attorneyship is so fraught with power how is it that former incumbents of the office have not put it in force in behalf of honest and moral government? The question is easily answered. Every district attorney, with the exception of the present one, who only fills out another's term, has been hampered by politics and those around him having political ambitions.

Judge Jerome is unique in this respect, declaring that he hasn't any political ambitions—which is a common enough assertion on the part of aspirants for office. But the judge evinces most emphatic evidences that he means what he says.

He is a man of unflinching courage, as can be imagined when it is remembered how bitterly he opposed Tammany in spite of his being a Democrat, and how he assailed the leader of the Republicans, Senator Platt, notwithstanding that his election as district attorney was the result of the Republican-Fusion ticket.

It is Judge Jerome's purpose, now that he is elected, to follow out a policy of reform on certain lines unhampered by any political considerations whatever, and without any eye to personal reward or censure. That is the reason he is now considered the most important man in the municipal life of New York city. The chief characteristic of a brave man is his habit of looking you straight in the eye. Judge Jerome does this whether he likes you or not, whether he is bent on annihilating or befriending you. His intimate and detailed knowledge of the criminal conditions in the city (much of them unknown and even unsuspected even by its lifelong residents) renders him liable to greater personal peril than any other official in the state, because the office he is about to assume is, under an honest and efficient official, a sword imminent above the head of wrong doers, official and unofficial.

There will be no tiger behind Judge Jerome threatening his integrity for private gain. In his new office there will be no rewards to bestow for political services. The loyal admirers, the decent fellows who want him elected because they were awed by the energy, the vitality of the man, stand around and admire him, they wait about in corners to shake hands with him; such is his magnetic power. Mr. Jerome has a marked sympathetic personality, and his face is mostly illumined with a radiant smile, giving the impression that he is true and sincere rather than sentimental. When he sits upon the bench of the Special Sessions Court, robed in his silk gown, which he wears in a nonchalent way, he seems more impressive in his personality than his associates. In the midst of the criminal atmosphere of this court, surrounded by ignorance, misery, viciousness, suffering and all misfortunes he seems like a strong pillar of the state, calm, dignified, just, yet merciful withal. He conducts the examinations very often personally, and when he speaks it is with clearness and vigor, so that his voice is distinctly heard throughout the room. He is always keenly alert to the human side of prisoners and witnesses. To quote his own words when spoken to on the subject of sympathy from the bench: "A judge who has no heart has no business to be on the criminal bench."

As public prosecutor of the city of New York his duties will be to press for punishment, to cleanse the city of its criminal elements, and in this he will doubtless prove himself to be the foremost reformer of the twentieth century.

Rochester is extremely fortunate in being the prospective host of this remarkable man, and the Chamber of Commerce is to be congratulated upon having secured him as one of the principal speakers at the forthcoming banquet.

Herald Dec 12 1901

THE ROCHESTER

JOHN RAINES COMING.

To Hear What Jerome Says at Chamber of Commerce Dinner.

As the dinner committee of the Chamber of Commerce completes detail after detail, the fact becomes more and more apparent that the annual banquet to be served in Mirror Hall next Tuesday evening is sure to equal in brilliance any former function of a similar nature given by the chamber. The dinner will be excellent; there will be a quartette of distinguished speakers; delightful music will be discoursed, and the list of guests will include the most representative men of the city, from professional and business life.

The speaker who will be anticipated with the keenest interest of course, is Hon. William Travers Jerome, the plucky New York justice who conducted such an energetic and sensational campaign against Tammany. His subject has not yet been announced, but he will doubtless discuss some phase of the New York political situation.

...ton Young of New York City, ...ject will be the ... Correct ...

General A. C. Barnes of New York City, who is connected with the American Book Company, will discuss "Education in National Life."

The third speaker will be Hon. Martin W. Littleton, assistant district attorney of the Borough of Brooklyn. Mr. Littleton's theme will be "From a Constitutional to a Commercial Age."

Hon. Job E. Hedges, Deputy Attorney General of the state, will be the fourth speaker. His subject has not yet been announced.

Chairman Goetzmann of the dinner committee has added D. M. Gordon of Brewster, Gordon & Co. to the reception committee which will receive the guests and speakers. It is intended to give an informal reception to the distinguished guests in the Powers Hotel just before the dinner.

Hon. John Raines of Canandaigua, the author of the excise law that bears his name, has been invited to the banquet and he has sent his acceptance. It is expected that Mr. Jerome will have something to say about this law; hence the anxiety of the chamber to have Mr. Raines present. Invitations have also been extended to about forty other Western New York legislators and it is expected that a large number of them will attend.

The number of guests at the dinner is to be limited to 400 and there are not a great number of seats remaining now. The dinner committee asks that business men who intend to be present purchase their tickets at once; otherwise they may not receive satisfactory places at the tables. The committee will meet to-morrow to assign the sittings at the tables, and it is hoped that all will have secured their tickets before that time.

Dec-11. 1901

POST EXPRESS: WEDNESDAY AFTERNO

THE CHAMBER OF COMMERCE BANQUET.

To be Given in Mirror Hall, Powers Building, Next Tuesday Night—Hon. George Raines Toastmaster—Speeches by Justice W. T. Jerome, Hon. Richard Young, General A. C. Barnes, Hon. M. W. Littleton—State Legislators Coming—Hon. John Raines.

Preparations for the annual dinner of the Rochester Chamber of Commerce are nearing completion. It will be given next Tuesday night in the Mirror hall, Powers building, and it is promised that it will be fully up to the standard of the best that has been established by the chamber.

Secretary Ives has been at work for some time on the toast list, and entertainment and instruction of an unusual order are promised. Hon. George Raines will be the toastmaster. Grace will be said by Rev. Dr. William R. Taylor, of the Brick Presbyterian church. There will be opening remarks by the retiring president, Alexander B. Lamberton.

The first toast will be responded to by Justice William Travers Jerome, district attorney-elect of New York city who will discuss a phase of the political situation in the metropolis. Hon. John Raines, of Canandaigua, will be present to hear what Justice Jerome may say on the Raines law. It is expected that some of the state legislators will also be present.

Hon. Richard Young, of New York city, at the head of one of the largest leather houses in the country, will ge the second speaker. His theme will be "Reciprocity."

General A. C. Barnes, of New York city, who is connected with the American Book company, will discuss "Education in National Life."

The third speaker will be Hon. Martin W. Littleton, assistant district attorney, of the borough of Brooklyn. Mr. Littleton's theme will be "From a Constitutional to a Commercial Age."

Hon. Job E. Hedges, deputy attorney general of the state, will be the fourth speaker. His subject has not yet been announced.

There is a possibility that Right Rev. Lucian L. Kinsolving, bishop of Southern Brazil, may be at the dinner.

Domenbach's augmented orchestra will play lively airs during the evening and at the close of the banquet German, French and American national songs will be sung by the guests. The banquet will be served by Teall, Secretary Ives has the tickets.

Charles Goetzmann, chairman of the Chamber of Commerce dinner committee, has appointed the following special committee to receive the speakers and out-of-town guests: A. B. Lamberton, Hon. Henry C. Brewster, Hon. A. J. Rodenbeck, Eugene T. Curtis, John M. Ives.

A distinguished guest who will grace the dinner with his presence is General Alfred C. Barnes, of Brooklyn, N. Y. He will speak on "Education In National Life."

General Barnes is the eldest son of A. S. Barnes, the eminent publisher and his wife, Harriet E. Burr, of Rochester.

He has resided in Brooklyn since he was 4 years old and received his education at the Brooklyn Polytechnic Institute.

At the age of 15 he entered his father's business and became a member and manager of the firm when 21. He remained as manager until the year 1869 when the educational publications were sold to the American Book company which he joined and became its vice-president.

In 1861 he accompanied the Seventh regiment, N. Y. S. N. G., to the seat of war and in 1862 went again to the front with the Twenty-third regiment and participated in the campaign around Gettysburg. He became major of the Twenty-third regiment in 1876, general inspector



GENERAL ALFRED C. BARNES.

of rifle practice and brigadier-general in 1889, colonel of the Thirteen regiment and brevet brigadier-general in 1894, colonel of Twenty-third regiment and brevet brigadier-general in 1900.

He is the founder and was president of the Astor Place bank, New York city, is chairman of the Manhattan Bankers' association, trustee of the New York and Brooklyn bridge, trustee of Cornell university, trustee of Adelphi college, trustee of the Polytechnic institute, president of the Brooklyn library, director of the Brooklyn hospital, founder and president of the Oxford club, commander of Post Lafayette, G. A. R.

General Barnes is widely known as a brilliant speaker on educational topics. He is also a man of splendid physique and polished manners the result of almost a lifetime of experience as an army officer.

In the realm of literature in which he has passed his life he has gained much that he can impart with splendid magnetic power. He will prove to be a most genial and entertaining toastmaster and his words will have a high value as well as a graceful flow.

Rochester Chamber of Commerce

ROCHESTER, N. Y., Dec. 12, 1901.

Dear Sir:

The subjoined letter from Ex-President Charles P. Ford is self-explanatory, and is handed you that you may have the opportunity of attending the Fourteenth Annual Dinner of the Chamber and listening to the speech on "Reciprocity" to be made by Mr. Richard Young of New York city.

This gentleman was invited to respond to the toast in question for the especial benefit of the shoe and leather interests of Rochester, and it is to be hoped you will appreciate the situation and give Mr. Young the welcome he deserves.

Seats should be secured at once, and can be had on application to

Yours very truly,

JOHN M. IVES,
Secretary.

C. P. FORD & CO.
INCORPORATED
MANUFACTURERS OF
FINE SHOES

MR. JOHN M. IVES, ROCHESTER, N. Y., Dec. 11, 1901.
Secretary of Chamber of Commerce,
Rochester, N. Y.:

DEAR SIR:—

Among the excellent speakers secured for the annual dinner of the Chamber of Commerce, is Mr. Richard Young, of New York. Mr. Young is at the head of one of the large leather firms in this country, and has been a great traveler, and is interested in commercial lines, looking to the expansion of trade and commerce of the United States. The writer believes no man can be secured to speak on the subject of "America's future Commerce and Reciprocity," with as wide knowledge and complete understanding, Mr. Young having made a special study and personal investigation of our relations to other nations.

Certainly all the leather dealers and shoe manufacturers of Rochester should most cordially welcome Mr. Young, by their presence at the Chamber of Commerce dinner.

I venture to suggest that you expressly call the attention of the men in the shoe and leather trade in this city, to the speaker and subject he is announced to speak upon. That should be all that is necessary to secure a large attendance.

Yours truly,
(Signed) CHARLES P. FORD.

DINNER TICKETS GOING FAST

The 400 Seats at the Forthcoming Banquet of the Chamber of Commerce Will Soon be Disposed Of—Many Prominent Citizens Have Invited Friends to Attend the Dinner—Brief Mention of the Principal Speakers of the Evening—Some Characteristics of the Famous Jerome.

Union & Adv. Dec. 14/01.

There is a danger that some who desire to attend the annual banquet of the Chamber of Commerce will fail to secure tickets in time. People are in the habit of putting off purchasing the tickets until the very last moment and then they blame the dinner committee for not having supplied enough seats for the occasion, when they are cut off from attending the dinner.



GEN. ALFRED C. BARNES.

The arrangements for the banquet this year are on a very grand scale, out of compliment, it is presumed, to the new century. The decorations of the hall and tables will surpass anything of the kind ever attempted before by any dinner committee. Some expert artists have charge of the decorative part and no doubt they will have a very effective and patriotic background for the brilliant assemblage that is to feast in royal state.

There seems to be a decidedly twentieth century spirit actuating the dinner committee this year and the members thereof are demanding everything of the very first class. The menu will be finer than ever presented before and comprise a number of rich and toothsome delicacies. And what is of importance, the dinner will be served hot and not lukewarm as is frequently the case at big dinners. The famous Teall will have an army of experts to handle the viands and send them quickly from the ovens to the tables. In short the great caterer will leave nothing undone to make the dinner worthy of the occasion. The coming of Judge Jerome as a guest of the Chamber of Commerce has aroused intense interest among the people of Rochester on account of the brave attitude of defiance he held towards Tammany on the one hand and the Republican boss, Tom Platt, on the other, during the recent election campaign in New York.

To hear of Judge Jerome's deeds and encounters in rooting out evil, one would be led to think of him as a great, muscular, athletic man, with a fierce countenance and large fists, but a glance at his



JUDGE W. TRAVERS JEROME.

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picture reveals the face and figure of a delicate man with a countenance beaming with benevolence.

A great deal of interest is being centered on what this man, who will soon exercise the functions of district attorney of Greater New York, will have to say regarding the saloon and gambling questions in New York. In speaking to an interviewer recently he said: "I am looking forward to the duties of my office as district attorney with a certain pleasure, although I do not wish to give the impression that I am going to reform the whole town. I have certain ideas about the requirements, the necessities of the man or woman who is the wage earner in a vast struggling community. One of these notions concerns the Sunday liquor law. The speed and pressure of business life in New York in every capacity is a nerve-racking one, and I sympathize with a man who is compelled to sneak into a side door to get a drink of whisky because he needs it and because he cannot get it any other way."

Asked if he would endeavor to amend the excise law the judge replied:

"In so far as it will permit the sale of liquor during certain restricted hours openly, on Sunday."

"Will this include the Raines law hotels?" was asked.

"Something, I feel, should be done to amend the regulations governing these places. They are snares of vice in New York, more dangerous than any other." Speaking of gambling the judge said: "I do not consider gambling a paramount crime. I believe that very few public gambling houses are now on the square, although there may be one or two instances. The principal evil in these organizations, however, is the temptations they offer to squander



HON. RICHARD YOUNG.

money. I believe in protecting a community from such temptations, that is the most active form of improved principles. I want the decent self respecting residents of the city to get a chance to live up to the standards they have established in their individual lives, an opportunity they have not had under Tammany government. These people have rights, but they have not been able to get them, not because municipal officials were Democrats or Republicans, but because they were thieves."

The reporter who interviewed Judge Jerome spoke of the new district attorney as follows:

"The fight that he so brilliantly won has had its effect upon him. He is perceptibly older; there are lines in his face that were not there before and his hair shows a touch of the ash that marks the burning of the candle. But there is plenty of vigor and energy left to make District Attorney Jerome's administration one long to be remembered."

Just at this particular time in the history of the Empire State no public manneers so conspicuously into view as William Travers Jerome, who will be the principal orator at the forthcoming dinner.

Another distinguished speaker at the banquet will be Gen. Alfred C. Barnes of Brooklyn, N. Y. He is the eldest son of A. S. Barnes, the eminent publisher, who was married to Harriet E. Burr, a resident of Rochester. Gen. Barnes is a veteran of the Civil War, having in 1861 accompanied the Seventh Regiment, N. Y. S. N. G., to the seat of war and again in 1862 went to the front with the Twenty-third Regiment and participated in the great campaigns around Gettysburg. He became major of the Twenty-third Regiment in 1875, general inspector of rifle practice and brigadier general in 1889, colonel of the Thirteenth Regiment and brevet brigadier general in 1900. He was founder and president of the Astor Place Bank, New York city, is chairman of the Manhattan Bankers' Association, trustee of the New York and Brooklyn bridge, trustee of Cornell University, trustee of Adelphi College, trustee of the Polytechnic Institute, president of the Brooklyn Library, director of the Brooklyn Hospital, founder and president of the Oxford Club, commander of Post Lafayette, G. A. R. Gen. Barnes is a brilliant and entertaining speaker on educational and commercial topics. Having passed his life in a literary atmosphere he is well equipped to give additional lustre to the intellectual feast in store for the banqueters. The subject of his speech will be "Education in National Life."

Other distinguished guests of the chamber who will speak at the dinner are the following:

Hon. Richard Young of New York city, whose subject will be "Reciprocity." Mr. Young is at the head of one of the largest leather houses in the United States and has a wide acquaintance with the men and affairs of many countries.

Hon. Martin W. Littleton, assistant district attorney of the borough of Brooklyn. His theme will be "From a Constitutional to a Commercial Age."

Hon. [illegible] E. N[illegible] deputy attor-

Speech of the latter will appear on a subsequent page, [illegible] receiving the [illegible] attending the banquet.

The musical programme for the evening will be rendered by Dossenbach's augmented orchestra, and at the close of the banquet German, French and American national songs will be sung by the guests.

JEROME DRAWING A SUNDAY BILL

Will Make Its Provisions Known in His Rochester Speech.

INCOMING OFFICIALS FEARFUL OF OBTAINING ANY AMENDMENTS.

The Statement Is Made That Governor Odell Will Probably Oppose Any Experimenting with the Excise Law in Message to the Legislature.

1901

Special to The Post Express.

New York, Dec. 13.—Supporters of the incoming city administration who advocate a more liberal excise law for New York city than the present one, have practically abandoned all hope of inducing the legislature to pass a Sunday opening bill. They admitted to-day that it would be impossible to get a majority of either the senate or assembly to vote for such a measure even if it were within the range of possibility that the governor would sign it. Nevertheless, they will keep up the agitation in the hope that some amendments, however trivial, will be made upon the present law and that an exception will be made in the case of New York city, whose population is mostly different from that of other parts of the state in regard to the question of personal liberty.

The work of drafting a bill for a more liberal Sunday law and one that would do away with the opportunity for police blackmail is now in the hands of Justice Jerome. He has the bill practically completed but will not divulge its contents until he makes a speech before the Chamber of Commerce in Rochester on Tuesday next. He has been invited to talk on excise before that body and expects to get the support of the Rochester members of the legislature for a bill which will apply alike to all the larger cities of the state.

The attitude of the advocates of a more liberal excise law for this city will be influenced to a large extent by what Governor Odell says on the subject in his message to the legislature. At first it was thought he would ignore the excise question altogether but friends of his said to-day that he would refer to it in his message and that he would point out to the liquor dealers that the excise law was a dangerous problem to experiment with too far. The governor, it is said, is strongly opposed to a bill providing for Sunday opening of saloons in any part of the state.

Post Express
Dec 13, 1901
FRIDAY AFTERNOON

TO HEAR IT ALL HERE

JUSTICE JEROME REFERS ALL INQUIRERS TO ROCHESTER ADDRESS.

"My Views on the Excise Question Will Be Fully Expressed in the Address Which I Will Deliver in Rochester on December 17th," He Says.

The importance of the address to be given by Justice William Travers Jerome, district attorney-elect, of New York city, at the Chamber of Commerce dinner, next Tuesday night, is indicated in the following from the New York "Times:"

"Justice Jerome was seen last night at the Union club and asked what he had to say in reply to the statement issued by District Attorney Philbin yesterday, in which Mr. Philbin declared against Sunday opening.

"'I have nothing at all to say for publication at this time,' he replied. 'My views on the excise question will be fully expressed in the address which I will deliver in Rochester on December 17th.'"

Post Express
Dec 13, 1901

HON. MARTIN W. LITTLETON.

One of the Guests Who Will Orate at the Forthcoming Banquet.

Among the distinguished guests at the forthcoming banquet of the Chamber of Commerce will be the Hon. Martin W. Littleton, assistant district attorney of the borough of Brooklyn, N. Y. Mr. Littleton has risen from the farm to one of the highest positions in the gift of the people, and like so many eminent American public men has done so by the sheer force of his own perseverance. He was



MARTIN W. LITTLETON.

born in the mountains of East Tennessee and resided there until he was about 9 years old, when his father moved the family to Texas, remaining there a few years, then returning to Tennessee.

Young Littleton, however, remained in Texas until 1896, during which time he was engaged on a farm and at other employments. At the age of 18 he went to school for six months and then took up the study of law and in due time, by application and industry obtained admission to the bar, and practiced law in Texas until he removed to New York city in 1896.

Soon after that he became one of the counsel for the Brooklyn Rapid Transit Railroad Company and continued as such until appointed to the office of district attorney. Only a man of unusual strength of character and ability could have surmounted the difficulties necessary for this rapid promotion in life and Mr. Littleton will, by his eloquence, no doubt, prove very entertaining in treating of the subject of his speech which will be "From a Constitutional to a Commercial Age."

Post Express
Dec 13, 1901

JEROME'S ADDRESS OF GREAT INTEREST

HE WILL SPEAK ON THE LIQUOR QUESTION AT CHAMBER OF COMMERCE DINNER.

Last night Secretary Ives of the Chamber of Commerce received a telegram from William Travers Jerome, District Attorney-elect of New York, in which Mr. Jerome announced the subject of his address at the annual dinner of the Chamber next Tuesday night. The subject will be "The Municipal Problem in New York as Affected by the Liquor Tax Law."

Mr. Jerome could not have chosen a more interesting subject at present than the one announced. In view of the fact that the question of opening the saloons on Sunday is being agitated by many legislators in New York City and other sections of the State, Mr. Jerome's address will be of vital importance in determining his attitude and the attitude of his administration on the question.

Dec 14, 1901.

MUNICIPAL PROBLEM AND LIQUOR TAX LAW

Jerome to Discuss Their Relations at Chamber Dinner.

TO OUTLINE HIS POLICY

Next District Attorney of New York Has Told All Who Have Sought to Learn of His Intended Action to Wait for His Rochester Address.

"The Municipal Problem in New York as Affected by the Liquor Tax Law." That is the subject of the address to be given at the Chamber of Commerce banquet next Tuesday night by Hon. William Travers Jerome, district attorney-elect of New York city.

It has been understood all along that Justice Jerome would improve the opportunity presented by the invitation to speak at the dinner, to outline his future policy in dealing with the liquor traffic in New York, and the announced subject of his deliverance goes to prove that this understanding was correct. Secretary Ives, of the chamber, last night received a dispatch giving the subject.

It is the general belief that Justice Jerome will make a full statement of the course he intends to pursue as district attorney of the metropolis after he assumes office January 1st. His pronouncement will be all the more interesting and important because of the fact that he has consistently refused to discuss the subject since his election November 5th. Only a day or two ago he was asked by a reporter of the New York Times to say something on the declaration against the Sunday opening of saloons by retiring District Attorney Philbin. This was his reply to the newspaper man:

"I have nothing at all to say for publication at this time. My views on the excise question will be fully expressed in the address which I shall deliver in Rochester, December 17th."

Acceptances of invitations to attend the Chamber of Commerce dinner have been received from Senator Lester H. Humphrey, of the forty-sixth district of the state of New York, and Hon. John J. Clarke, district attorney of Brooklyn. The rapidity with which the tickets are being disposed of is pleasing to the dinner committee and Secretary Ives.

Rochester people naturally have an interest in William Travers Jerome. His father was Lawrence Jerome, brother of Leonard Jerome, who built and resided in the house now occupied by Dr. E. M. Moore, on South Fitzhugh street, this city. Leonard Jerome's daughter married Lord Randolph Churchill, so that her ladyship is a full cousin to Judge Jerome.

Of Judge Jerome in his office a writer says:

"The atmosphere is not that of a formal judicial dignity. It is vivified with tense, nervous action, the action that breaks down worn-out traditions and precedents and makes new ones to meet the necessities of changed conditions, action that is trying to undermine the closely welded together political depravity of New York. The man with the cigarette, now at the desk, now by the shelves, now in an adjoining room, cool and restless at once, never excited, always excited, who looks like a business man and talks like a business man, incessively and rapidly, with a quick sense of humor which can turn grave in an instant fills the place utterly. Jerome is an automatic force that originates like an inventor, weighs a decision like a judge and, the thing once settled, acts with the precision and tirelessness of a man of business. And he enjoys the action most of all."

DINNER SPEAKERS

Dinner Oct 14/6

Some Characteristics of Men Who Will Speak at Banquet.

ALL ARE MEN OF POWER

Judge Jerome's Utterances Looked Forward to With Great Interest by Citizens Throughout State — Subject Is "The Municipal Problem in New York as Affected by Liquor Law."

It may be said that the eyes of the entire state are just now centered upon William Travers Jerome, District-Attorney-elect, who will be the principal speaker at the Chamber of Commerce banquet to be held on Tuesday next in Mirror Hall, Powers Building. Last night Secretary Ives received a telegram announcing that Mr. Jerome's subject would be "The Municipal Problem in New York as Affected by the Liquor Tax Law."

The name "Jerome" is familiar to the older residents of Rochester, who will remember Leonard Jerome, the father of Lady Randolph Churchill. That famous lady was born in this city, it is said, in the residence now occupied by Dr. E. M. Moore on Elizhugh Street.

Leonard Jerome was the brother of Lawrence Jerome, father of the man who will soon exercise such influence in Greater New York as District Attorney.

It would seem that the Jeromes have a peculiar aptitude for achieving distinction, and the capture of an English peer of the Realm by Miss Jerome of Rochester is a good illustration of this peculiar family trait. The elder Jeromes were successful in their business operations and made fortunes. Lawrence Jerome's youngest son was named for his friend, William Travers. The boy was delicate and instead of being sent to school was put in the hands of tutors. His last tutor was a clergyman and when the young man, after a short course at Williston Seminary entered Amherst College in the class of 1882, he was a sort of straight-laced, blue-lawed Puritan, taking himself very seriously.

Developing a passion for mathematics in his freshman year he obtained the highest possible mark. He was not satisfied until he knew all there was to know about each algebraic problem. When there seemed to be nothing more to learn he tried chemistry. He went into an elementary class in that study, attended a few lectures and suddenly stopped altogether. After two or three weeks the professor in charge noticing his continued absence called him to his office.

"Mr. Jerome," he said, severely, "you have not been attending my lectures regularly."

"No, sir; I didn't think it was of any use to me," was the frank answer.

"What do you mean?"

"I mean that I am ready to be questioned on any of the work that has been done."

And, after quizzing him closely for some time, the professor was unable to find a question that Jerome could not answer.

That is the kind of man Judge Jerome is. He goes to the bottom of every question and masters the details of every project. It is that spirit which has actuated him in finding out the real condition of things in New York City, especially in relation to its criminology. He takes in things without ostentatious effort. Once started at a thing he learns it from top to bottom from east to west, the entire latitude and longitude of it, as a writer tersely remarks. The same writer also says:

"It was so with his studies at college and in the law. It has been so with any number of the lesser activities with which he has filled his vacant hours and it was so in his definition of the duties of a magistrate. He learned its entire three dimensions and then discovered a fourth."

Judge Jerome long ago saw the political rottenness of New York City, how impotent grand juries were to check crime. Many conditions blocked the grand jury from being the means of exposing boldly the intricate corruption which the general public indefinitely knew to exist. The city departments were rotten to the core; "grafters" were at their trade openly; a political organization untied the purse strings of the public treasury at will; crime went unpunished; and the police force was being paid by the city to do its duty, and by the criminals not to do it. The magistrate could. But to be absolutely successful he must have a District Attorney who was as dead in earnest as he was, a man who would lay before him the information by which he would be enabled to issue his subpoenas and administer an oath to anyone connected with the complaint. So he developed his plan and waited. He talked of it with a few colleagues whom he could trust and won them against their will to his side and when Governor Roosevelt appointed Mr. Philbin as District Attorney he went to work.

The results have been in the papers daily ever since. In a few months over one hundred and thirty persons have been arrested for felony on his warrants, and not a single case that has been brought to trial has failed of conviction. With the aid of the Committee of Fifteen he has, for the time being at least, either closed the gambling houses or stopped their profits. Many disorderly houses that have been an insult to public decency have closed their doors, and he is fast getting at the powers that control the trust in souls that operates in the police department. He has done this work because he is a good citizen.

It has been said that it is not dignified for a judge to raid a gambling den, to break down doors, to lead a court over the gaming table. But Jerome cares less about his own personal dignity than about the city's dignity.

Now that he has been elected District Attorney he will be able to carry out many plans that might otherwise have been impossible.

It is expected that Judge Jerome will strike the keynote of his policy in his speech at the Chamber of Commerce banquet, and that arouses deep interest on the part of those who will attend.

General Alfred C. Barnes, another speaker at the banquet, is widely known in state military circles and also among the veterans of the civil war. He was born in Philadelphia and is the son of A. S. Barnes, the eminent publisher and his wife Harriett E. Barr, a Rochester lady. In 1861 he accompanied the 7th Regiment to the seat of war and in 1863 went again to the front with the 23d Regiment and participated in the campaign around Gettysburg. He was commissioned major of the 23d Regiment in 1875, general inspector of rifle practice and brigadier general in 1889, colonel of the 13th Regiment and brevet brigadier general in 1844, colonel of the 23d Regiment and brevet brigadier general in 1900. He was founder and president of

[illegible] Park Bank, New York, chairman Manhattan Bankers Association, trustee of New York and Brooklyn bridge, trustee of Cornell University, trustee of Adelphi College, trustee Polytechnic Institution, president Brooklyn Library, director Brooklyn hospital, founder and president of the Oxford Club, president of Aldine Club and commander of Post Lafayette, G. A. R.

Martin W. Littleton is a gentleman who has had rapid promotion in life through his own indomitable will. He was born in the mountains of East Tennessee in 1872 and resided there until he was 9 years old, when his father moved with the family to Texas, but returned to Tennessee after a year or two. Young Littleton, however, remained in Texas, working on a farm and other pursuits until he was 18, when he attended school for six months, took up the study of law, was admitted to the bar and practiced law until 1896, when he removed to New York City. Soon after arriving he was appointed one of the counsel for the Brooklyn Rapid Transit Railroad Company and continued as such until appointed to the position of Assistant District Attorney of the borough of Brooklyn. The subject of Mr. Littleton's speech at the dinner will be "From a Constitutional To a Commercial Age."

Sunday Oct 13/6

GUESTS OF PROMINENCE.

Many Will be Present at Chamber of Commerce Dinner.

Hon. William Travers Jerome, district attorney-elect of New York city, subject, "The Municipal Problem of New York As Affected by the Liquor-Tax Laws."

Hon. Richard Young, head of the firm of Richard Young & Company, leather dealers, New York, subject, "America's Future Commerce and Reciprocity."

General Alfred G. Barnes, connected with the American Book Company, subject, "Education in National Life."

Hon. Martin W. Little, assistant district attorney of Brooklyn, subject, "From a Constitutional to a Commercial Age."

These are the speakers who will respond to toasts at the Chamber of Commerce dinner, Tuesday night. As they looked over this list the dinner committee last night felt compensated for their efforts to arrange the sittings. They were still working at a late hour but the seats will not all be arranged until Monday. Hon. George Raines will be toastmaster. Rev. Dr. Taylor will ask grace.

The Lamberton dinner or the Jerome dinner, as you will, gives promise of being a grand affair. It will be held Tuesday night in Mirror hall in the Powers building. The number of tickets was limited to 400 originally, but there is little doubt that this will be exceeded. Not all of the tickets are sold, but there is always a big rush for them the last day by those who do not know until the last minute whether they can attend.

Among those who have accepted invitations to the dinner are P. S. Blodgett, general superintendent of the New York Central, and W. J. Wilgus, chief engineer of the same road. These two gentlemen will be guests of J. N. Beckley, president of the Buffalo & Toronto railroad. Judge Charles McLouth, of Palmyra, and Charles S. Abbott, of Jamestown, will also attend. Mr. Abbott is connected with the Eastman company.

Prominent brewers from Syracuse and Buffalo are expected as guests of the Rochester Brewers' Association. A large number of representatives of the legislature and the bar are expected.

Little remains to be said about the dinner. The major arrangements are already perfected and but a few details remain for the dinner committee, of which Charles Goetzmann is chairman. He and Secretary Ives and the members of the committee and President Lamberton, whose dinner it is, have done such work as seems evident will result in a social function unsurpassed in Rochester's history. President Lamberton will make his farewell address to the chamber on this occasion. President Brewster will take office the first of the year.

Twall, with his small army of assistants, will take possession of the hall to-morrow, erect the platform for the speakers' table, set up his long tables and put down the crash. Some of the decorations will be put in then and the finishing touches added Tuesday. As usual, no doubt, there will be many lady visitors to see the beautiful tables, Tuesday afternoon. The ladies are barred from the pleasures of this occasion. One reason for this is that there is not sufficient room for spectators. The balconies have been used on occasions, but Dossenbach's orchestra will be placed in one end and possibly it will be necessary for some of the diners to sit there also.

The Chamber of Commerce Dinner.

W & C Chronicle Dec 16

A very interesting feature of the Chamber of Commerce dinner to-morrow night will be the speech which Judge W. Travers Jerome, the district-attorney-elect of New York, is expected to deliver. As Judge Jerome was the star performer in an exciting political drama recently enacted in the metropolis a speech from him on any subject would be interesting at the present time. But what will lend special interest to his address to-morrow evening is the fact that in it he will set forth his ideas on the question of the opening of saloons on Sunday. There will be other addresses by entertaining speakers. The prospect is that to-morrow evening's banquet will be one of the most notable ever given by the Rochester Chamber of Commerce.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

BEST BANQUET IN ITS ANNALS

Such is Prophesied of Chamber of Commerce Dinner.

DISTINGUISHED ARRAY OF SPEAKERS AND GUESTS WILL BE PRESENT.

Letters of Regret Have Been Received from Many Eminent Personages, Including Sir Wilfred Laurier and Archbishop Ireland.

The fourteenth annual dinner of the Chamber of Commerce will take place in Powers hotel to-morrow night. All this morning, telephonic orders for tickets were pouring in upon Secretary Ives and his assistants. There will be nearly 400 guests at the dinner—just the number which the dinner committee had fixed upon as ideal for comfort. Teall will serve and he also has charge of the decorations. The most unique menu card ever gotten out at a Chamber of Commerce dinner here, is said to be in store for the guests; but the committee refuses to make public its design. Dossenbach's orchestra will play. The reception committee is scheduled to perform its functions between 6 and 6.30 o'clock, but the dinner will not begin until 7.15 o'clock at earliest. It is hoped to begin the speaking by 9.30 o'clock. Hon. George Raines will officiate as toastmaster. President A. B. Lamberton will preside.

Justice Jerome will lead in the addresses. His theme will be "The Municipal Problem in New York as Affected by the Liquor Tax Law."

Hon. Richard Young will follow. His address will deal with "America's Future Commerce and Reciprocity."

General Alfred C. Barnes, of New York, will be the third speaker. His theme will be "Education in National Life."

The last speaker will be the Hon. Martin W. Littleton, assistant district attorney of Brooklyn. His address is entitled "From a Constitutional to a Commercial Age."

Past presidents who will honor the dinner with their presence are L. P. Ross, Charles E. Angle, Charles J. Brown, Max Brickner, Eugene T. Curtis, H. B. Hathaway, Charles P. Ford, Rufus A. Sibley, Hon. Henry C. Brewster, and James G. Cutler.

Distinguished out-of-town guests who will be present at the dinner in addition to the speakers are:

Hon. John Raines, Canandaigua; Assemblyman E. G. Treat, Westport; Assemblyman F. W. Griffith, Palmyra; Judge Charles McLouth, Palmyra; Hon. John F. Clark, district attorney for the borough of Brooklyn; P. S. Blodgett, superintendent of the New York Central railroad; W. J. Wilgus, chief engineer, New York Central; G. S. Miller, Buffalo; Edwin C. Howe, Herman Bartels, jr., Syracuse, State Senator L. H. Humphrey, Warsaw, and E. J. Bennett, secretary of the board of control, Arizona territory.

Among the local guests will be State Senator W. W. Armstrong, Assemblymen Merton E. Lewis, George H. Smith, Isaac W. Salyerds and Richard Gardiner; Mayor-Carman and Mayor-elect Adolph J. Rodenbeck. The following clergymen will also be present:

Rev. William R. Taylor, D. D., pastor of the Brick church, who will say grace; Rev. George D. Miller, First Presbyterian church; Rev. S. Banks Nelson, D. D., St. Peter's Presbyterian church; Rev. Henry H. Stebbins, D. D., Central Presbyterian church; Rev. C. A. Barbour, D. D., Lake Avenue Baptist church and Rev. I. N. Dalbey, presiding elder of Rochester district. President Rush Rhees, of the University of Rochester and Professor S. A. Lattimore, will also be present.

Local brewers are making arrangements to present a number of out-of-town guests at the dinner who will occupy a table of their own.

Secretary John Ives is in receipt of a number of interesting letters of regret from distinguished personages whose presence was sought for at the convention but who were unable to come. The Rt. Rev. Lucien S. Kinsolving, bishop of Southern Brazil, whose eloquence charmed many people during the recent Episcopal missionary convention, wrote as follows:

Mr. Holly, N. J., Dec. 13, 1901.
John M. Ives, Esq., Sec'y of the Rochester Chamber of Commerce:

My Dear Sir—I beg that you will express to the Chamber of Commerce of your hospitable city my warm thanks for the kind invitation to attend their annual dinner. There are few temptations greater than that which bids me come to your city once more, the sunlight of whose hospitality I shall bear with me to distant climes. But the pressure of engagements upon me is too great, and I am forced against my will to decline. From afar I shall join in the acclaim which will greet the Lion who has smitten "the Tiger" so severely—Justice Jerome. It would have given me deep pleasure to have seen and heard so splendid an exponent of our civic life. I would have been glad to do honor also to New York's big Four, Jerome and Low and Odell and Roosevelt, who represent, I take it, what is best of citizenship in the world to-day.

With deep regret that I cannot attend, and with warm appreciation of your invitation, I remain,

Faithfully yours,
Lucien S. Kinsolving,
Bishop of Southern Brazil.

Supreme Court, Appellate Division, Fourth Department.
Canandaigua, N. Y., Dec. 12, 1901.

Dear Sir—Your very kind invitation to be one of the guests of the Rochester Chamber of Commerce at its fourteenth annual dinner on the evening of December 18th reached me in due season, and I have held the same in abeyance thinking that possibly I might be able to send an acceptance. Upon returning home, however, after a somewhat prolonged term of court in your city, I find that my engagements are such as to compel me very regretfully to decline.

My official duties for the past few years have required my presence in Rochester so constantly that I am sometimes tempted to claim a residence in your thriving city, and certainly I am sufficiently identified with everything which pertains to its moral, social and material advancement to express the hope that through the medium of your worthy organization it may enjoy such a prolonged period of commercial prosperity as will soon place it in the front rank of American cities.

Very sincerely and cordially yours, etc.,
William H. Adams.

Archbishop John Ireland wrote that he sincerely wished he were able to attend the meeting. Bishop Henry C. Potter, of New York, plead a recent family bereavement. Formal expressions of regret were also received from Sir Wilfred Laurier, ex-President Grover Cleveland, Senator Foraker, of Ohio, Senator Mark Hanna, Senator John C. Spooner, John Wanamaker and James J. Hill.

Herald Dec 16, 1901

CHAMBER'S ANNUAL DINNER

Every Seat Will be Occupied at the Banquet in Powers Hall To-Morrow Night.

Every seat will be occupied at the annual dinner of the Rochester Chamber of Commerce to be held in the mirror room in the Powers building to-morrow evening. The fact that William Travers Jerome, who made a national reputation for himself as judge of the Court of Special Sessions in New York city, and who will be the first 1st of January district attorney in charge of criminal prosecutions in the metropolis, is to deliver an address in which he will outline his views on the matter of the Sunday saloon, makes the occasion one of great interest not only here but all over the state as well. Mr. Jerome's address will be watched for in every city in the state.

Mr. Jerome, however, is not the only prominent speaker who will be heard. The complete toast list follows: "The Municipal Problem in New York as Affected by the Liquor Tax Law," Judge William Travers Jerome; "America's Future Commerce and Reciprocity," Hon. Richard Young; "Education in National Life," Gen. Alfred C. Barnes; "From a Constitutional to a Commercial Age," Hon. Martin W. Littleton.

Following are the names of the gentlemen who will act as the reception committee: James G. Cutler, chairman; Col. J. S. Graham, Henry B. Hathaway, Walter B. Duffy, Edward W. Peck, Chas. J. Brown, Lewis P. Ross, Max Brickner, Eugene T. Curtis, Hon. Henry C. Brewster, A. B. Lamberton, D. M. Gordon, John M. Ives, Charles P. Ford, Hon. A. J. Rodenbeck George B. Watkins Fred T. Beach, David Hoyt, Hon. George A. Carnahan, Rufus A. Sibley, George Eastman, J. N. Beckley, Henry S. Mackie, Daniel B. Murphy, Charles E. Bayliss, T. B. Dunn, William C. Barry, Harold C. Kimball, E. P. Reed, Thomas J. Nicholl, F. A. Stecher, George F. Roth, Hon. William W. Armstrong, Lansing G. Wetmore, Hon. Frederick Cook, Edward Bausch, John F. Alden, Joseph A. Crane, Edward Prizer, H. B. Graves, Charles E. Angle, Louis N. Stein, H. W. Geetmann, M. Kondolf, Michael Doyle, V. V. Critenden, Hon. Merton E. Lewis, Hon. James Breck Perkins, Hon. Richard Gardiner, Hon. I. W. Salyerds, Albert O. Fenn, John C. Moore, Albrecht Vogt, Abram J. Katz, Julius Wile, Levi Adler.

The following gentlemen will act as ushers: William Bausch chairman; John S. Wright, Gurney T. Curtis, C. M. Fisk, Jesse M. Lindsay, Charles E. Lyon, Peter W. Zeeveld, Henry F. Marks, W. J. Trimble, Edw. D. Chapin, A. B. Eastwood, Harry Likly, L. S. Foulkes, A. M. MacDonell, F. W. Yates, Edw. A. Stahlbrodt, J. C. Powers, James R. Davy, John M. Rauber, William F. Goetzmann, William P. Morse, C. S. Kellogg, Joseph B. Hone, Wm. L. Dobbin, George L. Eaton, Arthur B. Enos, James L. Hotchkiss, George Koch, J. C. Kalbfleisch, L. E. Kirstein, E. G. Pfahl.

The attention of those who are to attend the dinner is called to the fact that the State street entrance to the elevators is to be used to-morrow night.

Dec 18, 1901

IN READINESS FOR THE DINNER

ANNUAL CHAMBER OF COMMERCE BANQUET TO-NIGHT.

ADDRESSES OF INTEREST

FOUR SPEAKERS TO BE HEARD AFTER THE DINNER.

JEROME ON EXCISE LAW

Next District Attorney of New York Expected to Announce the Course He is to Follow After He Takes Office—Subject of Interest Throughout the State—Raines to Attend.

The fourteenth annual dinner of the Chamber of Commerce is to take place tonight in Mirror hall, Powers building. From 6:15 to 7:15 o'clock there will be a reception to the guests in the parlors adjoining the hall. The dinner is scheduled to begin at 7:15 o'clock. Covers for 400 will be laid and nearly that number of tickets has been sold. The remainder will go to-day. An elaborate dinner will be served and all in all the banquet is expected to rival any ever given in Rochester.

For several days Caterer Teall and his many assistants have been at work in the hall, which presents an even handsomer appearance than usual. Dossenbach's orchestra, hidden behind palms and plants in one end of the balcony, will furnish the music. A feature of the musical programme will be the playing of the national airs of the principal countries of America and Europe, in the choruses of which the guests are expected to unite in singing. The hall will seat 400 guests nicely, without making use of the balconies.

Those having charge of the dinner wish to call attention to the fact that the State street entrance to the Powers building will be used to-night. The elevators on that side of the building will land the guests near the parlors where the reception is to be held. The hall cannot be reached through the hotel and the Main street elevators are out of commission.

General Alfred C. Barnes, one of the speakers, will be entertained at the home of D. M. Gordon. The other speakers will put up at hotels. John F. Clarke, district attorney of Brooklyn, is to come with Mr. Littleton as his guest. Justice Jerome will also be accompanied by a guest, but Secretary Ives says he has not been advised who he is.

Great interest is taken in the announcement that Justice Jerome is to outline his policy as district attorney of New York city in his address to-night. He has been referring questioners to his Rochester speech and the leading New York newspapers are to have representatives at the dinner to report the address in full. The state legislature and the bar will be well represented at the banquet.

The speakers and their subjects follow:

Hon. William Travers Jerome, district attorney-elect of New York; subject, "The Municipal Problem in New York as Affected by the Liquor Tax Law."

Hon. Richard Young, merchant, New York, and a recognized authority of reciprocity; "America's Future Commerce and Reciprocity."

General Alfred C. Barnes, publisher, New York; subject, "Education in National Life."

Dec 18, 1901

ROCHESTER DEMOCRAT AND CHRONICLE,
WEDNESDAY, DECEMBER 18, 1901.

JEROME PLEADS FOR A NEW EXCISE LAW

Wants Restricted Sunday Opening of Saloons in New York Legalized.

SPEAKS AT DINNER OF CHAMBER OF COMMERCE

Annual Banquet of Rochester's Business Men's Organization Attracts Widespread Attention and Proves a Notable Success Socially as Well as in the Addresses Heard—General Alfred C. Barnes and Richard Young, of New York, Among the Speakers—Hon. George Raines the Toastmaster.

Mirror hall in the Powers building was resplendent last night, the event being the fourteenth annual dinner of the Rochester Chamber of Commerce. From 6:30 o'clock, the time the first of the guests arrived for the reception in the adjoining parlors, until past midnight, the annual banquet was in progress. Great as was the success socially, it was surpassed by the interest taken in the addresses, and particularly in that of Hon. William Travers Jerome, district attorney-elect of New York, who spoke regarding the excise tax law as affecting that great city. The announcement of this speech had called together a goodly representation of state legislators who were eagerly desirous to hear Justice Jerome's views on the excise question.

The banquet was as successful as any ever held in Rochester. With one exception, the programme was carried out as originally arranged and the occasion was notable for absence of formality. Everyone seemed to be there to have a good time and get all possible enjoyment out of the event as well as to hear the prominent speakers.

Exactly 400 sat down to the dinner, and the absence of some annoyances heretofore felt because of a too great number present was noted last night. There was room for all on the ground floor and the balconies were used only for the orchestra and for those who were present merely to listen to the addresses.

The hall was beautiful in its decorations of flags and bunting, ferns and potted plants, and the handsome mirrors, which give it its name, reflected the scene many times over. Seemingly endless rows of long tables extended beyond the range of vision. The decorations were simple, as was the table appointments. The speakers' table was on a platform extending nearly the full length of the hall and at one side. The other tables ran out from this one at right angles, while round tables occupied the alcoves. They were all handsome in their settings, with china and silverware, flowers and pink candelabra with tiny red, pink and yellow shades. Many a flower was plucked for some one at home who was denied the pleasures of the occasion.

This was the first banquet to be held in two years, the event being omitted last year on account of the dinner given to Major-General Elwell S. Otis upon his return from the Philippines. This took place in midsummer. The dinners still had something to do with the extraordinary zeal that this affair brewed. It is a conservative statement to make, that for perfection of arrangement and fulfillment, last night's affair has never been surpassed in Rochester. Everything moved off like clockwork, thereby reflecting the greatest credit on Secretary Ives, the dinner committee and the others who had it in charge.

The number of guests from out of town was unprecedentedly large. Legislators from various parts of the state and members of the bar, those especially interested in the liquor tax law as applied to municipalities, were numerous. The New York press was well represented. Several reporters who came especially to hear what Justice Jerome said. Never before has a Chamber of Commerce dinner attracted such wide attention, successful as they have been socially.

The applause with which the speakers were greeted must have given them excellent impressions of a Rochester audience. The addresses were frequently interrupted by expressions of approval, and it is evident that such a rare intellectual treat falls to a local audience.

The ladies were not to be entirely crowded out. After the dinner many of them gained admission and their presence made the occasion even more enjoyable to their acquaintances who sat below about the tables. The members of the gentler sex were seemingly as interested in the remarks of the speakers as were the men, and applauded vigorously when a good point was made.

The reception in the parlors prior to the dinner was informal and brief. All were given a chance to meet the distinguished guests. At 7:30 o'clock the doors of the hall were thrown open and to the music of the orchestra the large assemblage passed in. Dossenbach's orchestra was nearly hidden by ferns and plants in the balcony at one end of the hall, and throughout the evening, until the speakers were introduced, was heard with much pleasure.

The speakers and their subjects were: "The Municipal Problem in New York as Affected by the Liquor Tax Law," Justice William Travers Jerome; "America's Future Commerce and Reciprocity," Hon. Richard Young, New York; "Education in National Life," General Alfred C. Barnes, New York; Rev. S. Banks Nelson, D. D., Rochester.

President A. B. Lamberton, retiring, made his farewell address to the chamber. Rev. William R. Taylor, D. D., of Brick Church, asked grace. If something had been needed to give the finishing touch to it all and to make the guests feel at home, the remarks of Hon. George Raines, toastmaster, could not have been better chosen. Mr. Raines extended to all a welcome, and his address was felicitous and marked by his well-known eloquence. He made an admirable toastmaster.

The programme was unique and handsome. On the front page was a picture of the upper Genesee falls, with a glimpse of a portion of the business section of the city in the distance. "Rochester, the Power City," was the wording beneath. It was a happy thought of Secretary Ives. There was sincere disappointment that Rev. Martin W. Littleton, assistant district attorney of Brooklyn, was not able to be present at the dinner. When Secretary Ives received a letter from him in the afternoon saying that he was in Albany attending a very important case that could not be put over, a dispatch was sent at once asking if he could not get through in time to get here, even though he might be late. A message was also sent to Judge William E. Werner, of the court of appeals, asking if court could not be arranged so that Mr. Littleton could get away. Judge Werner telegraphed back: "Had court arrange matters for Littleton, but his opponent would not consent to postponement."

Mr. Littleton in his letter said:

Albany, N. Y., Dec. 16, 1901.

John M. Ives, Esq.:

My Dear Sir: Mr. Clarke and I arrived here yesterday in order to be ready to argue our case before the court of appeals to-day, for which time it was previously set. We found that there was an unfinished case on and we have attended all day to-day in the hope that we would get on. The unfinished case consumed the whole day's session and left our case the first one to be called to-morrow at 2 o'clock. I am to argue for the people and having prepared the brief I cannot now shift it to him. It will be impossible for us to finish before 5 o'clock, and then it will be too late to make the dinner on time. We have applied to the courts to sit in for Wednesday but this has been refused. If it were an ordinary case I would let it go, but we represent the people in an appeal from the appellate division in the case of William F. Miller, who stole over $1,000,000 in Brooklyn by means of a $20 per cent. scheme of which you perhaps have read in the papers, and the public is holding us in strict accountability in the final appeal.

Your disappointment will not equal our regret and especially mine. I have prepared with some pains for this dinner and had expected "the time" of my life. Please convey to the committee my sincere regrets and say to them that nothing save an imperative public duty could have caused me to forego the honored pleasure of being in your midst.

I am with great regret,
Yours sincerely,
MARTIN W. LITTLETON.

General Barnes arrived from New York on an early morning train and was met at the New York Central station by David M. Gordon, an old acquaintance, and driven to the home of Mr. Gordon on Plymouth avenue, where he remained until the reception in the evening. Justice Jerome and Hon. Richard Young came in on the Empire State express. They were met at the station by President Lamberton and a committee consisting of Henry C. Brewster, Adolph J. Rodenbeck, Eugene T. Curtis and John H. Ives. Justice Jerome was accompanied by Fred M. Stein, a New York merchant, who was one of his lieutenants in the recent campaign. The guests were driven to Powers hotel

hear Justice Jerome was Morris Tekulsky, ex-president of the Liquor Dealers' Association of New York state and New York city. Mr. Tekulsky came in on the Empire State express. Robert L. Woolley, secretary to Justice Jerome, also attended the dinner.

GREETING TO GUESTS BY HEAD OF CHAMBER

President Lamberton opened the after-dinner doings with a brief address in which he welcomed the guests and put in a good word for the Chamber of Commerce. Said he:

"Gentlemen of the Rochester Chamber of Commerce and Honored Guests: I can conceive of no more beneficial influence that can accrue to the city of Rochester than the holding of the annual banquets of its Chamber of Commerce. They have been in the past and will continue to be the great social event of our chamber, and I am proud to be its presiding officer on this the first banquet on the dawn of a new century. That we are so well known as a corporate body abroad, as well as at home, is due almost as much to our annual dinners, at which so many illustrious men have been our guests, as to our zeal in promoting and protecting the trade and commerce of our city. The real charm of our annual banquets centers in the fact that we have enjoyed the companionship of so many distinguished gentlemen, who have graced our board and delighted our minds with their eloquent and instructive speeches.

"There now devolves upon me as president of this chamber, the pleasing duty of extending a hearty and cordial welcome to our banquet to our honored and distinguished visitors. We are glad to have them with us on this festive occasion, whether or not the reputation of our banquets is as good as reported. The gentlemen who favor us with their presence on this occasion do, by accepting the invitation, give evidence of the high esteem in which our organization is held in all parts of the state. We have reason to congratulate ourselves that we are so highly favored with speakers this evening, who are men of affairs and great experience, widely known and esteemed for their personal worth, eloquence, wit and wisdom.

"Chambers of commerce in other cities sought to secure these gifted gentlemen as speakers at their banquets, but all in vain, and to-night we are the envy of those disappointed cities and corporations.

Work and Aims of the Chamber.

"It is very pleasant to me, and I know it will be gratifying to you, to learn that our organization is in a most flourishing condition. Our debts are all paid and we have a goodly sum in the treasury. Our secretary is a veritable master of finance and I take this opportunity of thanking him for the zeal and energy he has displayed in maintaining the high standard of the Rochester Chamber of Commerce. I take pleasure also of acknowledging the efficient and faithful services of his office assistants. We have increased our membership and made our organization stronger and more serviceable than ever, and in no year of its history have our citizens shown such interest in it, and a higher appreciation of its work.

"It has been the aim of our president to make the chamber more attractive and representative, and much benefit has accrued by the introduction of new features in policy and entertainment, such as the admission of members of the learned professions, the introduction of music in the public parks on Saturday and Sunday afternoons during the summer months, popular entertainments of an educational and amusing character, interspersed between the regular monthly meeting and luncheon of the corporation. The policy of the chamber has been to benefit all the people of Rochester and familiarize them as much as possible with the workings of the chamber as a popular tribunal for the conservation of the city's highest interests.

"The attention of the people has been called more directly than on previous years to the chamber's work because of certain financial questions, both municipal and state. The attention of this body was directed on several occasions to conditions which threatened the city with great financial loss, resulting in action that saved to the people several hundred thousand dollars.

"I hope this organization will stand more and more as the center of civic influence and enterprise. It stands for the honor and uplifting of our city as does no other institution within its borders. It has always since its foundation taken a very lively and deep interest not only in the affairs of Rochester and Monroe county, but in the affairs of the state, being dominated alone by a public spirit as conspicuously distinguished from selfish ideas.

Thanks to Co-Workers.

"To the trustees, committees and members of the chamber, I present my sincere

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and liberal support and co-operation during my term of office. To the citizens of Rochester I also desire to convey my warmest thanks for the noble manner in which they have responded to calls for funds required to further worthy causes advocated or sanctioned by this chamber.

"The literary department of the chamber's work has been conducted at much labor and expense. The periodical publication of the chamber's book, which this year is entitled 'Rochester, The Power City,' is a very handsome volume, profusely illustrated and so directed to the interests of our city that it will be a strong influence in directing the attention of the people of this and other countries to Rochester as being one of the greatest manufacturing centers of the world. The title of the book is suggestive of the work that has been done for power by a system of low dams, rather than a menacing dam, and which has secured to Rochester already some additional 20,000 horse-power available next spring.

"Forty thousand elaborately illustrated folders and many more leaflets containing condensed information about Rochester, have been published and spread broadcast by the chamber.

"In conclusion, let us not forget those who have passed to the great beyond and who, though absent in the body to-night from their accustomed seats at our annual banquet, may be with us in spirit. Let us remember their kindly faces, helpful hands and honest hearts, as we knew them in life, and may the memory of their well-spent lives cheer us on to our best endeavors to do good in our generation."

RAINES SAYS JEROME CREATED A REVOLUTION

Mr. Lamberton introduced the toastmaster of the evening, Hon. George Raines, who was greeted with a round of applause on rising.

"Gentlemen," said Mr. Raines, "I observed with pleasure in the exceedingly appropriate address of the retiring president of the chamber a very proper and well-deserved encomium upon the services of his associate officers. Let me voice their sentiments and the feelings of every member of the Chamber of Commerce in making public our appreciation of his services. He leaves the office, gentlemen, with the record of having presided over its deliberations in the most successful year in the history of the Chamber of Commerce.

"I thank you for the honor of being toastmaster to this gathering of singularly noted and eminent men from all sections of the state, and with the duties of toastmaster which I accept, I also undertake to endeavor to perform them in such manner that they shall not be a task for me nor a burden to you. I regret being obliged to call attention to the fact that we are deprived of the address of Mr. Littleton, of Brooklyn. He is arguing before the court of appeals the Miller swindle, by which the public was robbed of thousands and for the exposure of which he was so largely responsible, and not even the efforts of our own representative on that bench, Judge William E. Werner, could obtain for us the presence here tonight of that public-spirited citizen. Instead, however, we will listen to the address of a noted divine of our own city, whose remarks will maintain the high order of merit that will characterize the speeches of this evening. The Rev. S. Banks Nelson, of St. Peter's Church, will be the fourth speaker on the programme.

Legislation for New York.

"The first theme on which my eye rested in glancing over this programme was entitled 'The Municipal Problem in New York as Affected by the Liquor Tax Law.' The first thought inspired by that title is, How are we up-state here interested in New York's liquor law system? A moment's reflection will serve to remind us that we are vitally interested, inasmuch as we have helped for years to govern the great metropolis, and by our influence in passing legislation affecting it have contributed not a little to many of the evils that afflict that distressed city. It would not be unreasonable to suppose, then, that some citizen of Greater New York was to come here to-night to make an appeal to Cæsar: to address those hayseed legislators who control the destinies of his city.

"Lo, my friends, the banquet committee has produced here the chief culprit of the metropolis to meet the arraignment of the hayseed legislators of rural New York. It is my province to present the speaker and for him to select his subject and the manner of its treatment. But if I were inclined to embarrass him with a jibe at his expense, I certainly would select some other victim than this gentleman from New York.

"The Athenians after the battle of Marathon deified Pan and erected many temples in his honor. We are accustomed to think of Pan as the god of the woods, but the ancients tell us that he was a master of strategy, a clever general who took advantage of the defiles of the mountains to so dispose his forces that the echoes of the heights increased the strength of his army in the minds of the enemy and thus contributed to his victory by filling them with fear.

"We have our New York Pan here. Has he come among us to stand on the hills of the Genesee and emit sounds whose reverberations, magnified by echo, will spread terror and alarm through his enemies in every part of the state?

Tribute to Jerome's Work.

"It is enough to say of our distinguished guest that his lineage is interwoven most honorably with the history of our own city. He has record in New York you know as well as I. Taking the ax of authority [illegible] which the state of New [illegible] hewing down the [illegible]

[illegible] ...ork [illegible] ...ed [illegible] ...ed [illegible] ...ed

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TABLE F.

A. J. Townsend, H. J. Moon,
Rev. L. A. Barbour, T. S. Johnson,
Prof. G. M. Forbes, E. C. Moore,
R. A. Lindsay, W. T. Reeves,
P. La Boetsellier, J. W. H. Lindsay,
A. M. Lindsay, Jos. B. Hunn,
T. J. Nicholl, Fred J. Beach, Jr.,
C. E. Bayliss, Dr. I. N. Dalbey,
A. E. Swartwout, Fred Beach, Sr

TABLE S.

A. E. Bickford, Edw. W. Burton,
Peter A. Vey, James McCabe.

TABLE T.

Marcus Strauss, Dr. Max Landsberg,
M. A. Stein, A. J. Katz.

TABLE G.

Jos. A. Crane, John W. Hanna,
Chas. A. Webster, I. J. Fisher,
Jos. H. Weiss, Geo. W. Ingmire,
C. Fox Brown, John W. Keeler,
Charles Stecher, E. P. Higgins,
Jos. J. Mandery, John Alexander,
Marcus Van Bergh, Charles A. Dunham,
A. J. Johnson, Thomas H. Christie,
James Fleesch, E. C. Lapey.
John A. Davis,

TABLE H.

H. S. Woodworth, Nathan Stein,
L. E. Kirstein, Henry S. Cohn,
Mr. Prince, Herman C. Cohn,
G. C. Guggenheimer, B. Rothchild,
John Hamilton, Dr. E. R. Howard,
W. J. Markham, Dr. E. B. Potter,
M. J. Warner, Edwin A. Fisher,
F. V. Crittenden, Powell Puffer,
Hiram R. Wood, John E. Morey.
Horace McGuire,

TABLE J.

E. A. Vogt, F. S. Stebbins,
John Fahy, C. E. Ives,
Edward Frizer, C. C. Morse,
H. Everest, W. T. Plumb,
H. A. Zimmer, J. L. Wright,
F. Gommel, Wm. S. Morse,
J. R. Lacy, F. R. Graves,
R. Dunn, T. B. Pritchard,
S. G. Grittman, A. G. Wright,
E. G. Pfahl,

TABLE K.

Edward Bausch, George F. Roth,
H. W. Goetzmann, John N. Rauber,
F. A. Stecker, William Bausch,
Albert Vogt, Adolph Lomb,
J. A. Bault, George R. Rusech,
Charles W. Weiss, F. W. Yates,
L. C. Lungstow, George J. Eaton,
J. E. Yeall, James L. Hotchkiss,
F. D. Russell, C. T. Chapin.
E. B. Burgess,

TABLE L.

Simon Stein, L. B. Jones,
Henry Likly, W. C. Likly,
C. F. Ames, Fred Thompson,
J. J. Watson, S. C. Macalpine,
Charles Hoffman, Horace Myers,
B. A. Allen, W. D. Hayes,
Lee Richmond, J. A. McBride,
J. M. Taylor, Bly Meyer,
W. J. Graham, J. T. Shoemaker.
H. H. Rich,

TABLE W.

Paul T. Markoff, Henry Barnard,
Saml. S. Simond, W. J. Robinson.

TABLE X.

Myron W. Greene, Walter J. Duffy,
W. E. Morse, W. J. Naylon.

TABLE M.

George Primson, W. H. H. Rogers,
T. J. Swanton, Geo. B. Dresser,
George J. French, W. E. Dugan,
S. S. Brewster, W. W. Dake,
P. J. Cogswell, Dr. A. Dann,
Dr. L. R. Gilbert, A. A. Dumond,
W. H. Cardwell, Wm. L. Dobbin,
Philip Present, Dr. I. N. Dalbey,
Chas. A. Mented, Fred Beach, Sr

TABLE N.

Col. J. P. Cleary, Dr. George Tegz.
R. H. England, E. W. Hunt,
W. S. Strowger, R. H. Hunt,
Col. A. W. Moon, J. K. Hunt,
S. Samuel, Henry P. Neun,
N. Samuel, R. J. Mosier,
S. B. Hershey, Thos. J. Moon,
Geo. A. Lear, G. Curtis Sickles,
Thos. W. Newcomb, C. C. Newton.
Giles B. Miller,

TABLE O.

Dr. W. A. Hoard, R. C. Kershner,
G. G. MacPherson, H. F. Marks,
Peter W. Jewett, Chas. E. Lyon,
W. J. Trimble, Harvey F. Remington,
L. D. Chapin, H. H. Pryor,
H. C. Howell, C. E. Hower,
J. M. Graham, Frank Seaman,
Milton Clark, Wm. F. Wray,
E. A. Stahlbrodt, Chas. H. Wray,
H. B. McKay. R. A. Badger.

TABLE P.

E. P. Reed, D. P. McGarvey,
Oliver De Reader, Wm. Dyer,
Allen Farley, J. W. Moon,
E. M. Myers, T. J. Smythe,
Edward Lyon, C. F. Garfield,
J. F. Westervelt, B. J. Strausenburg,
J. H. Manley, H. S. Mastic,
Chas. Salmon, J. A. P. Walter,
O. W. Brigham, J. H. Lempert.
A. W. Curtis,

TABLE R.

Dr. R. A. Adams, Chas. F. Munts,
Sol Wile, George Koch,
A. B. Enos, David Hoyt,
T. F. Ford, Michael Doyle,
E. H. Chapin, Nathaniel Foote,
G. J. Curtin, Walter B. Duffy,
John M. Ives, W. F. Balkam,
E. W. Peck,

TABLE V.

John F. Alden, Herbert L. Hall,
Jas. E. Walcott, G. C. Southard,
Chas. H. Palmer, C. C. Davy,
Arthur Robinson, J. C. Kalbfleisch,
Clinton Rogers, E. G. Fenn,
Dr. Chas. H. Sumner, N. B. Spencer,
Dr. W. W. Winans, J. H. Bolcher,
H. Parry.

Mr. Young on the Tariff.

[illegible] address delivered by Richard Young before the Rochester Chamber of Commerce last evening was interesting, practical and of real value. Its subject was "America's Future Commerce and Reciprocity," and Mr. Young proved himself well qualified to deal with the questions involved. He was, we believe, a member of the delegation that represented the New York Merchants' Association at the recent Reciprocity Conference in Washington—a conference which is generally supposed to have been quite barren of results, but which Mr. Young thinks was really of some service to the cause which it was designed to promote. He said in his speech last night that he was justified in his belief by "the fact that the President considered it so seriously and constructed a platform upon which those favoring reciprocity may stand, and has set the country to thinking upon the subject." Yet when a delegation from the conference waited upon the President to urge him to say something for reciprocity in his message he is understood to have discussed the subject as if it were dangerous, and in his message he took care to favor only such reciprocity as would require no sacrifices on the part of this country. Whether this is also Mr. Young's view or not was not made altogether plain in his discussion of the question last evening. "I believe," he said, "in the abolition of duty upon articles which do not affect our home consumption." Of course the abolition of duties would have some effect upon production in almost any line that could be named. President Schwab of the Steel Trust testified before the Industrial Commission not long ago that the tariff was necessary for the gigantic corporation which he represents and there can be no doubt that if it were abolished the trust would be very considerably affected. But Mr. Young said further: "I do not believe in putting a prohibitive tariff on any article simply to enable those engaged in the business to make excessive profits, whether their goods are sold at home or abroad. I do not believe in the many being overburdened for the few." This is definite, but there can be no agreement as to what particular lines of business are making too much money and need to be curbed by abolition of duties. That is why the resolutions adopted as an expression of the sentiment of the Reciprocity Conference were apparently so meaningless. They were exactly in line with Republican platform utterances on the subject in declaring in favor of reciprocity that would not involve disadvantage to any home interests. This was not President McKinley's policy. In his great speech at Buffalo just before he was shot he declared unequivocally that he believed the time had come when we could afford to make sacrifices in order to liberalize our commercial relations with the outside world. This is the view to which the friends of reciprocity must come if they are to accomplish anything.

JEROME FEARLESSLY DISCUSSED

THE LIQUOR QUESTION

District Attorney-Elect of the Metropolis Gives His Views on Excise Matter at Chamber of Commerce Banquet---Favors Opening of Saloons on Sunday in New York at Certain Hours

BRILLIANT ORATORS SPOKE

Besides Justice Jerome, There Were Stirring Speeches by Hon. Richard Young, General A. C. Barnes and Rev. S. Banks Nelson---Latter Made a Spirited Reply to Mr. Jerome---A List of the Guests.

For fourteen years the annual banquets of the Chamber of Commerce have been a distinguished feature in the commercial life of the city. During that time many speakers of national renown have been its honored guests and the renown of these yearly festivities has spread far beyond the borders of the State. Probably no occasion of the kind, however, has been of more interest than the fourteenth annual banquet of the Chamber which was held last night in the beautiful Mirror Hall in the Powers building.

The chief interest of course centered about the distinguished guest from New York, Justice William Travers Jerome, who is so soon to take up the administration of the criminal affairs of the metropolis as District Attorney.

Justice Jerome in his meteoric career in that city has by his sincerity and courage attracted to himself much of the popularity which in the same way came to President Roosevelt. The fact that Justice Jerome was to be here was enough in itself, therefore, to attract widespread interest in the occasion, but the fact that he was to speak on a phase of the excise question which has been dodged by the politicians of both parties for so many years that he was in fact hailed as the enemy's country and to fire the first gun in the campaign for the opening of the saloons on Sunday in New York city made his visit of especial importance.

The New York newspapers sent special staff correspondents to wire back what the District Attorney-elect had to say. Those who had expected a frank opinion on the subject were not disappointed. There were gathered at the tables last night not only the local representatives to the Legislature, but many of the so-called rural representatives from various other sections of the state, for it is anticipated that the fight led by the man who waged so successful a warfare on the protected vice of a great city would undoubtedly be one of the most bitter in the history of the Legislature. Among the guests of the chamber this year was Senator John Raines, the author of the present liquor tax law. He sat nearly across the table from Justice Jerome, but this did not deter the champion of the liberal Sunday from New York from saying exactly what he thought about the law.

Nevertheless, the liquor dealers were well represented at the banquet. Morris Tekulsky of New York City, ex-president of the Liquor Dealers Association of the state of New York and of New York City, was there for the special purpose of learning what Justice Jerome had to say on the subject. He came up from New York yesterday morning with the New York newspaper men.

Mr. Tekulsky said to a Herald reporter yesterday:

"We are especially interested in this question, and are going to make a strong fight this year in the Legislature to have a law passed which will give saloonkeepers the right to sell liquor during certain hours on Sunday. We have not been in consultation with Justice Jerome, but, of course, we want to hear what he has to say on the subject."

An Extemporaneous Speaker.

Justice Jerome did not arrive in the city until yesterday afternoon. He was met by a portion of the reception committee headed by President Lamberton of the chamber and escorted to Powers Hotel.

The Justice had no sooner arrived than he was besieged by many callers anxious to shake his hand. When seen by a Herald reporter he seemed slightly fatigued by his journey.

When asked if he used manuscript in his addresses Justice Jerome laughed. "Never tried it but once," he said, "and then I had so hard a time to keep to it that I made up my mind that I would never do it again. I do not speak on a subject unless my heart is in it, and then I feel freer when not confined to any lines.

"Yes, our campaign was lively. You can imagine what it was when I tell you that on one night in Brooklyn I addressed seven meetings, traveled 35 miles and used four automobiles, and yet I have been more fatigued since the campaign was over in preparing to take up the duties of my office and in getting ready for the fight on the question on which I am to speak to-night, than I was in all the work of the campaign.

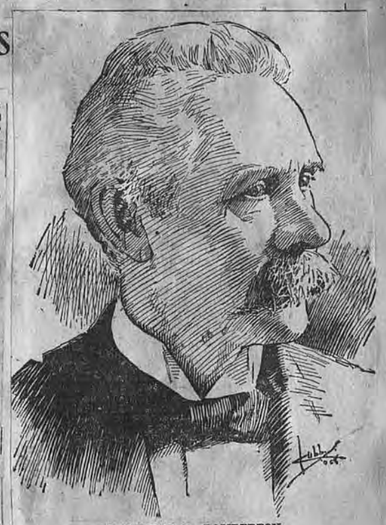
"I have found from personal experience that it is impossible to enforce any law that is unpopular. It only results in raising the price of blackmail."

Mr. Littleton Did Not Come.

Of the other speakers, Hon. Richard Young and General Alfred Barnes also arrived yesterday afternoon. Hon. Martin W. Littleton was to have spoken on the theme, "From a Constitutional to a Commercial Age," but he was detained by the argument of a case in the Court of Appeals Judge Werner secured the consent of the court to postpone the case until Wednesday, but Mr. Littleton's opponent would not consent to the arrangement and Mr. Littleton was therefore unable to reach this city in time for the banquet. He sent the following letter of regret to the committee: The Tea Kryk.

Albany, N. Y., December 16, 1901.
John M. Ives, Esq.:

My Dear Sir—Mr. Clark and I arrived here yesterday in order to be ready to argue our case before the Court of Appeals to-day, for which time it was previously set. We found that there was an unfinished case to-day and we have attended all day to-day in the hope that we would get on. The unfinished case occupied the whole day's session and has not gone the first row to-day.



ALEXANDER E. LAMBERTON,
President of the Chamber of Commerce.

called to-morrow at 2 o'clock. I am to argue for the people and having prepared the brief I cannot now shift it to him. It will be impossible for us to finish before 5 o'clock, and then it will be too late to make the dinner on time. We have applied to the courts to set it for Wednesday but this has been refused. If it were an ordinary case I would go and let it go to "smash." But we represent the people in an appeal from Jam. F. Miller who stole over $1,000,000 in Brooklyn by means of a 2% per cent. scheme of which you perhaps read in the papers, and the people holding us in strict accountability in the final appeal.

Your disappointment will not equal our regret and especially mine. I have prepared with some pains for this dinner and had expected "the time" of my life. Please convey to the committee my sincere regrets and say to them that nothing save an imperative public duty could have caused me to forego the honored pleasure of being in your midst.

I am with great regret,
Yours sincerely,
MARTIN W. LITTLETON.

Mr. Littleton's place on the programme was taken by Rev. S. Banks Nelson, pastor of St. Peter's Church, who made a spirited reply to the address of Justice Jerome.

Reception to Mr. Jerome.

There was a reception from 6:15 to 7:15 o'clock in the parlors adjoining the hall to give the guests an opportunity of meeting the speakers. President Lamberton of the reception committee introduced the guests to Justice Jerome who stood at the head of the line. At the conclusion of the reception the guests took their places at the tables.

The banquet hall was tastefully decorated with the American colors hung at intervals over the balustrades of the balconies. At the east end of the balcony the orchestra played from behind a great bank of palms. Here also there was a large seal of the State of New York.

The tables were in charge of caterer Teall. Covers were laid for nearly four hundred guests. The tables were tastefully trimmed with roses and chrysanthemums. After grace had been said by Rev. Dr. William R. Taylor of Brick Church, the dinner was served. The menu being as follows:

HUITRES
Blue Points
Celery

POTAGE
Green Turtle Soup

POISSON
Lobster a la Newburg in Cases

ENTREES
Sweetbread Timbals
Sauce a l'Anglaise

RELEVE
Turkey Cutlet Brown Sauce
Potato au Gratin
Asparagus Cream Sauce
Roman Punch

GIBIER
Roast Quail
Russian Salad of Fresh Tomato
Boston Lettuce

DESSERT
Biscuit Tortoni
Assorted Cakes
Roquefort and Cream Cheese
Malaga and Catawba Grapes
Coffee

The Musical Features.

At the conclusion of the menu the guests had a surprise. Miss Mattie Fulton of New York City, the celebrated soprano who sang the Star Spangled Banner at the Kansas City Convention, sang "The Last Rose of Summer." So heartily did the guests applaud that she sang for them "The Star Spangled Banner." As the orchestra struck up the air the banqueters stood on their feet and, with long-continued applause, endeavored to secure another selection, but Miss Fulton did not sing again.

Miss Fulton was the woman who sang "Nearer, My God, to Thee" at the memorial services in the Temple of Music at the Pan-American Exposition in memory of the death of President McKinley. She happened to be in this city and in response to an invitation to sing at the banquet gracefully responded.

During the banquet a fine programme was rendered by Dossenbach's Orchestra. The numbers were as follows:

March—Invincible Eagle ..... Sousa
March—The Messenger Boy ..... Meulaer
Selection—The Strollers ..... Englander
Waltz—The Yacht, Laura Brooks Ellwanger
Dedicated to Sir Thomas Lipton.
Florodora—
a In the Shade of the Palms..... Stuart
b Sextette ..... Stuart
Intermezzo—The Feast ..... Meyer
Selection—The Rogers Bros. in Washington ..... Edgar
Waltz—Romance of the Ball ..... Edgar
Dedicated to Dossenbach.
Songs of All Nations.

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General Alfred C. Barnes.

A SUCCESSFUL YEAR.

Retiring President Lamberton Compliments His Associates.

After Miss Fulton had sung "Star Spangled Banner," A. B. Lamberton, the retiring president, arose and spoke as follows:

"Gentlemen of the Rochester Chamber of Commerce, and Honored Guests—I can conceive of no more beneficial influence that can accrue to the city of Rochester, than the holding of the annual banquets of its Chamber of Commerce. They have been in the past and will continue to be the great social event of our chamber, and I am proud to be its presiding officer on this, the first banquet on the dawn of a new century. That we are so well known as a corporate body abroad, as well as at home, is due almost as much to our annual dinners, of which so many illustrious men have been our guests, as to our zeal in promoting and protecting the trade and commerce of our city. The real charm of our annual banquets centers in the fact that we have enjoyed the companionship of so many distinguished gentlemen, who have graced our board and delighted our minds with their eloquent and instructive speeches.

"There now devolves upon me as president of this chamber, the pleasing duty of extending a hearty and cordial welcome to our banquet of our honored and distinguished visitors. We are glad to have them with us on this festive occasion, whether or no the reputation of our banquets is as good as reported. The gentlemen who favor us with their presence on this occasion, do, by accepting the invitation, give evidence of the high esteem in which our organization is held in all parts of the state. We have reason to congratulate ourselves that we are so highly favored with speakers this evening, who are men of affairs and great experience, widely known and esteemed for their personal worth, eloquence, wit and wisdom.

Chambers of Commerce in other cities sought to secure these gifted gentlemen as speakers at their banquets, but all in vain, and to-night we are the envy of those disappointed cities and corporations.

Chamber Is Prosperous.

"It is very pleasant to me and I know it will be gratifying to you to learn that our organization is in a most flourishing condition. Our debts are all paid and we have a goodly sum in the treasury. Our secretary is a veritable master of finance and I take this opportunity of thanking him for the zeal and energy he has displayed in maintaining the high standard of the Rochester Chamber of Commerce. I take pleasure also of acknowledging the efficient and faithful services of his office assistants.

"We have increased our membership and made our organization stronger and more serviceable than ever, and in no year of its history have our citizens shown such interest in it, and a higher appreciation of its work.

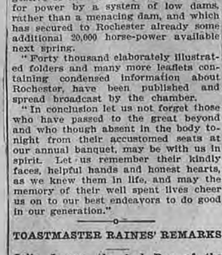
"It has been the aim of your president to make the chamber more attractive and representative and much benefit has accrued by the introduction of new features in policy and entertainment, such as the admission of members of the learned professions, the introduction of music in the public parks on Saturday and Sunday afternoons during the summer months, popular entertainments of an educational and amusing character, interspersed between the regular monthly meeting and luncheon of the corporation. The policy of the chamber has been to benefit all the people of Rochester and familiarize them as much as possible with the workings of the chamber as a popular tribunal for the conservation of the city's highest interests.

"The attention of the people has been called more directly than on previous years to the chamber's work because of certain financial questions both municipal and state. The attention of this body was directed on several occasions to conditions which threatened the city with great financial loss, resulting in action that saved to the people several hundred thousand dollars.

Center of Civic Influence.

"I hope this organization will stand more and more as the center of civic influence and enterprise. It stands for the honor and uplifting of our city as does no other institution within its borders. It always since its foundation taken a lively and deep interest not only in the affairs of Rochester and county, but in the affairs of the state, being dominated alone by a public spirit as contradistinguished from selfish ideas.

"To the trustees, committees and members of the chamber, I present most grateful acknowledgment and thanks for their liberal support and co-operation during my term of office. To the



Hon. Richard Young.

cussion of the theme. It is for me to present the speaker and to allow him to chose his own method without embarrassment at the hands of the toastmaster. If I were to undertake any jibes at the speakers of the evening I should not elect in the first instance the gentleman from New York as the subject of any jibe.

"The ancient Athenians after the battle of Marathon established a festival to the god Pan. We are accustomed to think of Pan as the god of the woods and of the shepherds, but the ancients tell us that was also the master of strategy, the inciter of alarms, that he took his forces up in the hills in order that the reverberations among the hills might increase the terror of the forces that were opposed to him. The god Pan of the metropolis is here. He has come among the hills of the Genesee that its echoes may cause panic to those who oppose the theory that he advocates.

"I shall not go into any biographical history of the distinguished speaker of the evening. It is enough to say of him that [illegible]

[illegible] ...ghest honors in the city, municipal problems [illegible] business administration and [illegible] physical sciences, but [illegible] the study of physical sciences, and [illegible] these; some that excite religious feeling, and some that excite religious feeling, and some that excite motives base as well as some that are noble.

"You cannot solve the first problem unless you approach them honestly, and never can supreme honesty in the city of New York, because until they are solved no honest administration can resolved no honest administration can remain long enough in office to grapple with them, and they are, and always will be, remitted to the tender mercies of Tammany Hall, which will solve no problem honestly that is possible to solve at all.

"Now, one of these problems it may seem strange to you that I lay such emphasis upon, but one of these problems that confronts us now is no theory but a daily condition, embracing all other problems, embracing the province of politics and affairs in the city of New York, one that is real and one for the solution of which I have come here to put up a cry for help, is this very one, this dealing with the liquor problem in the city of New York.

"We have 15,000 saloons in the city of New York, and we have at least 7,000 saloons open on every Sunday, in spite of the severity of the laws which the Raines law has imposed in regard to us in that respect.

Buyers Are Lawbreakers.

"No saloon can keep open profitably unless at least twenty different men visit it on that day, so that you have in the city of New York at least 140,000 voters who every Sunday of the year go into the saloon and take one or more drinks, and they go there without believing that the offense that they commit is one involving moral turpitude, and they go away believing and knowing that it is not a crime, but going into the side door and soliciting another man to commit a crime in selling to them.

"The self respect of those men is lost and the self respect of the man who sells is lost, and the administration that endeavors to enforce that law goes out of office as inevitably at the expiration of its term as any administration can.

"But I am told You make no honest effort to enforce this law; what you need is more drastic punishment; what you need more is the pressure of an honest effort,' Said John Raines: 'If there is a man more cordially hated by the liquor dealers in the State than I am, I will give a thousand dollars to any charity you may name.'

"The views I advocate here to-night are views which have been forced upon me against my wishes and against my former convictions because for six and a half years have I have sat in the courts in the city of New York upon which the burden of administering this law was cast and there came at one time a combination there of three men who controlled the whole legal machinery of the city of New York and who believed as sincerely in the possibility of the so-called Raines law as the Senator himself. And that was what made the test so thorough.

"Theodore Roosevelt was president of the police board; John Goff was presiding in one part of the general sessions and I had the honor to preside in the court of special sessions. And there was nowhere they could go to, and in the vernacular of the day they were 'up against it.'

"The whole power of the county was exercised and exercised with absolute ruthlessness to enforce this law. I myself sent a widow woman, the supporter of a family, to the penitentiary for three months because she sold a glass of beer on Sunday. I do not think it can be said that that was dealing with the question very tenderly.

"There was no loophole, apparently, so far as the law could prevent it, and, gentlemen, what was the net result? Prior to the Strong administration the tariff on the liquor dealer for selling on Sunday was $5 a month. During the last four years of Mr. Van Wyck's administration, with the exception of one district of the city, the tariff has been $5 a month.

"During the administration of Mr. Roosevelt as president of the Police Board there was more danger. There were no more saloons closed than there are to-day with all this effort; but the tariff was $10 a month.

"The net result of as honest, determined an effort as could possibly be made resulted in raising the blackmail to $10 from $5. We have had beautiful developments from this wise law, which, in the city of New York, we call the 'Raines law hotel.' We have developed 2,167 of them where an India rubber sandwich was chained to the wall and it is pulled out when the drink is ordered and is allowed to go back.

"That law permits 2,167 places to sell rum on Sunday by having a 'fly-blown' sandwich which does duty all day long. That is indeed maintaining the sanctity of the Sabbath in closing the saloons on Sunday. If that is the kind of hypocrisy that the American people like, I misjudge them. It is not the kind of people to whom I made my play in the campaign. I played to that which was honest, which could look the truth in the face; that which was loyal; and I ran 17,000 ahead of my ticket.

"I am a young man and I have the misfortune to be a Democrat; but I have tried to learn the lesson of wisdom that those men who have given to the Republican party the dignity and the sentiment that it has to-day—and in my judgment it still has—but which, if it is going to maintain it, must learn a new lesson that those great leaders taught, it seems to me.

Both Political Machines Rotten.

"But to solve problems that have to be approached honestly, as these propositions have, to be solved for the welfare of the people, is more difficult. They cannot be approached for the benefit of one little clique governing one little political machine, or one governing another in the municipalities in our metropolis, for I know your politics in the country here are so pure that the dominant party always is raised above any such contemplation; but IN OUR CITY BOTH MACHINES ARE SO RADICALLY AND FUNDAMENTALLY ROTTEN THAT THERE IS NOTHING TO CHOOSE BETWEEN THEM.

[illegible]

[illegible] ...ANT IS NOT SEEKING TO HAVE ANY CHANGE MADE IN THIS LAW IN REGARD TO THE REVENUE, for I suppose, as we look at it, that might affect the 'hayseeds.' We do not look for that. With them there are many things that are unwise about it. We say we will waive all those. We look for one thing. WE LOOK FOR A LAW THAT WE CAN ENFORCE. We look for a law that won't debauch our public service; that won't dangle from $600,000 to $750,000 a year blackmail before our police department. These men are better when they are appointed, better morally and physically, than the average man in the community.

"But can you devise a scheme more admirable than this to debauch the public service? Can you offer $600,000 or $750,000 a year in this form of blackmail to the average man and expect him to resist it? Can you take a police captain with 200 saloons in his district and have $12,000 paid to a man in New Jersey, where you cannot trace it, just across the river?

"Can you do that and expect that the average man or all the average men are going to resist it?

"If you think so, if you think so well of humanity, if that is what happens on your hills here, come down to New York where we have no hills, and we can show you differently.

"What we want is to take from us the conditions that are defeating us, the conditions that are debauching our public life, that are keeping in politics an industry that has no more business in politics than dry goods with groceries.

"You may have all the law, have all the revenue from this thing to pay your debts up country if you please, take all the taxes of the municipalities, and let the country go free entirely, tax no haytricks or sheep, or cows, or barnyards, or any other rural paraphernalia that you want; we will pay the whole thing if need be, but do not debauch us. Do not make every effort that we make for better things futile. Do not, after the four years that we have had, throw us back into the arms of Tammany Hall, where woman's shame is rung upon cash registers and paid for in cashed checks. Do not give us that again. That is what I am here for, to ask you to help us to have it different.

Mr. Jerome's Proposed Law.

"WE WANT YOU TO CHANGE THIS LAW SO THAT FROM 1 O'CLOCK ON SUNDAY UNTIL 10 OR 11 O'CLOCK ON SUNDAY NIGHT LIQUOR MAY BE SOLD AS IN THE CITY OF NEW YORK IN OTHER PLACES THAN THE 2,167 RAINES LAW HOTELS. (Great applause.)

"We want a chance to deal with this moral question by moral means. We want a chance to save people from intemperance, to get them to lead better lives by religion, and not by trying to do the impossible with the criminal law. You won't help us? In two years you will restore us to what we have enforced for the two years past? And the fault won't be with us, for we will have tried to change it. The fault will be with the people outside of the city of New York who, not alive to the conditions there and unwilling to acquaint themselves with it restore us again to the conditions of utter hopelessness that we have been in for some years past.

"Such a law as I have indicated is enforcible, and the question is not whether or no such a law will have no evils attending it. I know no law that touches great social questions that does not have its faults. DON'T THINK THAT I THINK THAT THE OPENING OF THE SALOONS IS A DESIRABLE THING. God knows that with the experience that I have had, that if I could close them for all time I would be the first to vote 'aye' on that proposition. But the question before us is whether an unenforcible law on our statute books does not bring incidental evils more terrible than the incidental evils of allowing such an opening, and Dr. Parkhurst well said a bill for Sunday opening during limited hours in the city of New York is not a bill for Sunday opening. It is a bill for Sunday closing, and that is really what it is.

Rich Man Favored by Law.

"And then, think you, in a country where no grades that all men are born free and equal, and where we indulge in various lucubrations on the subject of anarchy; do you think that it comports with respect and deference to the law that the poor man can walk down Fifth Avenue, and he can pass the Union League Club, and the University club, and the Manhattan Club, and the Union Club, where he can see the rich man sitting there and drinking, by reason of this beautiful change in the law, and yet he cannot get a drink.

"That my wit was never able to fathom, whereby by that law all associations prior to a certain day in March and which does duty all day long. That is indeed maintaining the sanctity of the Sabbath in closing the saloons on Sunday. If that is the kind of hypocrisy that the American people like, I misjudge them. It is not the kind of people to whom I made my play in the campaign. I played to that which was honest, which could look the truth in the face; that which was loyal; and I ran 17,000 ahead of my ticket.

"I am a young man and I have the misfortune to be a Democrat; but I have tried to learn the lesson of wisdom that those men who have given to the Republican party the dignity and the sentiment that it has to-day—and in my judgment it still has—but which, if it is going to maintain it, must learn a new lesson that those great leaders taught, it seems to me.

Social Clubs Are Lawbreakers.

"THERE IS NOT A SOCIAL CLUB IN THE CITY OF NEW YORK THAT DOES NOT EVERY DAY VIOLATE THIS LAW, BECAUSE THEY ALLOW CARDS TO BE PLAYED THERE FOR MONEY.

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JUSTICE JEROME'S ADDRESS.

Pleads for Open Saloons on Sunday for the Metropolis.

When Justice Jerome arose to speak he was greeted with prolonged applause. He did not speak in the fiery way he addressed many of the political meetings in New York City during the recent campaign, but his address was forcible, nevertheless. Although sarcastic at times, he did not attempt to abuse the upstate legislators, but said that if the city of New York was to secure the legislation it desired it must have their help, and for this help he was pleading. He said:

"Mr. President, Mr. Toastmaster—falsely so called, because I see that it should be Mr. Roastmaster. I am not here to try and fill your ears with any empty reverberations of strategem or Greek metaphors of a mixed variety. I am here because my heart is in a certain question, because I feel a vow to the people who have treated me well, and to whom I am in honor bound to discharge my obligations; because to do the things that those who feel as I do on this matter, to do those things we have got to have help. We have got to have help from outside the city of New York, because your learned toastmaster has said some few things in his remarks.

"There is one thing that must strike everybody that pays any attention to public affairs, and that is the enormous growth of the municipalities in the various states in this country for some years past, their growth at the expense of the rural district, their growth at the expense even of the 'hayseeds'; and while they have grown their interests have by no means ruled the interests, ruled the course of legislation.

"Their vital needs have too often been unknown to those who, in the best of good faith, I believe, have imposed laws on them radically unjust and unwise, not because they were unjust and unwise in seeking to remedy serious evils, but unjust and unwise because the evils that they brought in were greater than the evils they sought to remedy.

"In dealing with public affairs, in dealing with the affairs of life, it is by no means always best to remedy latent evils, and it was when we came to remedy a moral evil, however intense it may be, by the instrumentality of the criminal law, that evils far worse than the primary ones sought to be obviated will be in turn introduced. So this growth of the municipalities has made the municipal problem of the highest importance.

"When you realize that in the city of New York to-day there is gathered almost half the population of the state of New York; that at the time of the consolidation of the boroughs of the Bronx and Manhattan alone the population was increasing at the rate of 53,000 a year; that a great city was being added each and every year to these two boroughs of the old city of New York, you can see something of the problem, and you can realize it is but a few short years when a majority of the population of the state of New York will be gathered in the single municipality.

"It is a city with a great homogeneity of population, which holds more Germans than any other city in the world; holds more Jews than Jerusalem ever had, even in the eyes of Josephus; it is the largest Irish city in the world; it has a large Bohemian, Polish and Slavic population, with all these different nationalities, with all these differences of creed and race instincts.

"The slightest thought shows that the problem to deal with it by no means easy of solution. The probleme that confront one are of practical science; questions of waste and transportation, and each of these is difficult enough; but it has aroused no passions of race or creed. They bring in no element of religion; they bring in no jarring warfare of the different sections; whether the question water should be filtered or not—such propositions of physical science can be solved without difficulty. The question of the disposal of refuse, the question of cleaning the streets are business propositions; even the question of water, especially if you haven't a block of Ramapo stock, can be discussed impassionately.

Both Political Machines Rotten.

"But to solve problems that have to be approached honestly, as these propositions have, to be solved for the welfare of the people, is more difficult. They cannot be approached for the benefit of one little clique governing one little political machine, or one governing another in the municipalities in our metropolis, for I know your politics in the country here are so pure that the dominant party always is raised above any such contemplation; but IN OUR CITY BOTH MACHINES ARE SO RADICALLY AND FUNDAMENTALLY ROTTEN THAT THERE IS NOTHING TO CHOOSE BETWEEN THEM.

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and I realize, gentlemen, that in the aspect of the question there was a force in this community that, if it once aroused itself, if the battle be once made for the women and the children of these people, they may have a fair chance to be respectable in this community.

"Those who stand in the way of that force, if they stand there corruptly or if they stand there merely as a matter of politics, will wish that they had never been born. You will awake a healthy sentiment and a true sentiment that will sweep before it all opposition when you get that once aroused; you get the liquor dealers of this state organized in every town of this state, you get them once aroused for the sake of their wives and the bairns, and you will have a force, a moral force, that every politician has got to reckon with.

"Now don't understand me as saying that a change in the law will make every liquor dealer respectable, but changes that will allow him to conduct his business without being disreputable, and at the same time giving him the conditions under which he may be respectable if he desires to, and from my knowledge of the trade I believe that in the boroughs of the Bronx and Manhattan in the city of New York, with a population of about two million, there may be a hundred places of a disreputable character, insofar as it is strictly saloons where they sell to children, where they would have drunken men about, and these men the dealers would be glad to see eliminated.

"Such a law as I have indicated would be upheld. I am at liberty to say that I have the pledge of the liquor association that to such a law it would give implicit obedience; that it would expel from its association anybody who violated it; that it would join with the authorities in the prosecution of any man who violated it. It is something to find a law that the trade itself is willing to accept, and for which it will give guarantees of obedience.

"It seems to me, as I look at this question, that last phase of it that I have touched upon, that a law which will almost of necessity doom to a loss of self-respect of 130,000 people in one community, presents a moral feature, the value of which, the importance of which, no language is quite adequate to describe.

"I am told that I am butting my head against a stone wall, and those who are working with me to effect such a change as this. I am told that no legislative body in the state of New York will pass such a law. I won't believe it until I see it. I have got still some faith, even in the Legislature of the state of New York. (Laughter.)

"I do not believe that they will make a party question of it if it is brought up there not as a party question. If it is brought up there as something touching the interests of three millions of people, and they are asked to give it a hearing fairly and justly on its merits, to give it a hearing and consider it in the light of our great need, I do not believe that representative institutions, and I will not believe, that they are such a failure that they will make a party issue of it, and until I have a demonstration of that fact.

There is no politics in this with the people who are associated with me in trying to bring this thing about. We humbly ask for a fair consideration of this. If it be considered fairly on its merits after careful inquiry, I for one can have no doubt of the outcome when the situation is really known, but if there are indeed those who put the vital cause of a great municipality, having nearly half the population of this great State, if they put their vital needs subservient to the interests of a political party, if motives as base as that are to lead them to a violation of their oath of office, to such I have a suggestion on a different plane.

"Let them consider whether they desire to hasten the advent of a question long since ripe for introduction and gradually forcing its way to the front, a question, the introduction of which may be delayed a very short time.

"Do such ones want to introduce the deeper or wider question or hasten the advent of that question, the deeper question to which this liquor question, if defeated on party lines, will lead? Do they want to hasten the naked political issue in this state, to be fought on political lines, the question of whether the vital needs of this people of our great municipalities shall not be considered on their merits, but shall be considered only from the standpoint of the exigencies of political parties?

"If there be those base minds who wish to lay aside this question on its merits and treat it on party lines, let them think a second time before they introduce that question, at a time when there is an election coming on in the year 1901; let them think a second time before they desire to lock horns with a party almost defunct, but which it is possible to rejuvenate and revivify if you give it an issue as broad and as deep as that, and one based on sound political philosophy and moral precedent."

At the conclusion of his speech, Mr. Jerome excused himself to the president and toastmaster and left in order to take a night train for New York.

COMMERCE AND RECIPROCITY.

Hon. Richard Young Discusses America's Future.

In introducing the next speaker, Hon. Richard Young, who spoke on "America's Future Commerce and Reciprocity," Mr. Raines spoke of his commercial activity and of the great progress of trade in this country. The toastmaster said it was indeed a treat to have one of the foremost men of the commercial world address the audience on a topic which he was so well qualified to handle. Mr. Young is becoming prominent

Complete List of Guests.

Following are the names of all the guests who sat at the tables:

TABLE A.

Hon. Adolph J. Rodenbeck, Hon. John Van Voorhis, Colonel J. S. Graham, Hon. John Raines, Hon. W. S. Parkhurst, Hon. W. W. Armstrong, Hon. George W. Aldridge, Hon. Merton E. Lewis, James G. Cutler, Dr. Rush Rhees, Rufus A. Sibley, Dr. William R. Taylor, Rev. Dr. J. Banks Nelson, Hon. Henry C. Brewster, Hon. George Raines, Justice William Travers Jerome, A. B. Lamberton, Hon. Richard Young, Charles F. Ford, General Alfred C. Barnes, H. B. Hathaway, Eugene T. Curtis, Judge Charles M. McLouth, Hon. George A. Carnahan, Hon. E. G. Treat, Max Brickner, Charles J. Brown, Charles E. Angle, Charles S. Abbott, George Eastman, L. P. Ross, D. S. Bloomer, John N. Beckley, W. J. Wilgus, Thomas B. Dunn, Frederick Stein, Hon. Walter S. Hubbell, Albert O. Fenn, Louis N. Stein, Frank H. Hamlin, Rev. George D. Miller, D. M. Gordon, C. H. Babcock, Hon. F. W. Griffith, Professor S. A. Lattimore, Hon. George H. Smith, Hon. J. H. Loomis, Martin Davis, Stephen J. Warren, Judge Arthur E. Sutherland, Charles L. Hunt, Rev. Dr. George W. Peck, Judge John H. Chadsey, Dr. H. H. Stebbins, Rev. L. P. Coddington, David B. Murphy, Hon. Howard Gardiner.

TABLE C.

C. S. Lunt, William Karle, Colonel H. S. Redman, John F. Morse, G. Elbert Taylor, William H. Driscoll, William R. Welch, Henry Michaels, E. F. Blockford, H. O. Jones, Frank S. Wood, George M. Williams, H. F. Wegeman, M. Van Valkenberg, William Johnson, Frank J. Hone, James Fee, Charles R. Barnum, C. C. Loebs, John C. Enders, John Bowley, William Simon, Colonel Schwartz, John Costello, M. Kondolf, S. B. Foster, Herman Bartels, Jr., Edwin C. Hale, P. Gilman, Toby Meyers, L. L. Stone, F. G. Ranney, John A. Graham, J. S. Vick, W. S. Whittlesey, Major M. L. Hutchinson, J. C. Connelly, H. F. Drake, T. Meyer, E. J. Miner, jr., Ralph Reiler, Julius M. Wile, S. R. Stern, L. W. Moore, H. S. Holman, Hugh McNulty, Dr. N. M. Collins.

TABLE D.

George B. Watkins, C. M. Thom, C. M. Fink, H. B. Graves, Dr. M. E. Gosnell, Dr. J. M. Lee, L. G. Wetmore, A. V. Smith, Dr. W. W. Smith, C. S. Kellogg, E. J. Bennett, R. C. Dudley, Frank E. Ellison, J. G. Tyrrell, Hugh Nevin, L. R. Foulkes, M. D. Shantz, H. H. Griffith, H. Clay Eaton, D. D. Babcock, B. G. Bennett.

TABLE E.

W. J. Curtin, C. Craig Powers, Edward W. Peck, A. B. Eastwood, William E. Sloan, W. W. Powers, A. M. McDonald, T. F. Ashley, Dr. J. O. Roe, Dr. Wesley T. Mulligan, Dr. D. G. Hastings, Dr. John W. Whitbeck, A. Byron Smith, George C. Buell, H. P. Brewster, W. C. Barry, Thomas J. Devine, E. Frank Brewer, H. C. Kimball.

TABLE F.

A. J. Townson, H. J. Moore, T. S. Johnston, Eric C. Moore, W. T. Benson, J. M. H. Lindsay, Joseph B. Hone, Fred J. Beach, jr., Dr. I. N. Dudley, Fred Beach, sr., E. E. Swarthout, C. E. Bayliss, F. J. Nichell, W. J. Baker, A. M. Lindsay, B. L. Boutelier, R. A. Lindsay, Professor Forbes, Rev. C. A. Barbour.

TABLE G.

Joseph A. Crane, John A. Davis, Jacob Flocsch, A. J. Johnson, Marcus Van Bergh, J. J. Mandery, Charles Stecher, T. Fox Brown, Joseph H. Weiss, Charles A. Webster, John W. Hannan, I. J. Fisher, George W. Ingmire, John W. Keller, E. P. Higgins, John Alexander, Charles A. Dunham, Thomas H. Christie, E. C. Lapey.

TABLE H.

H. S. Woodworth, Horace McGuire, Hiram R. Wood, P. C. Crittenden, M. J. Warner, John Hamilton, George C. Sugenheim, M. Prince, L. E. Kirstein, Nathan Stein, Henry S. Cohn, Herman C. Cohn, B. Rothschild, Dr. E. H. Howard, Dr. E. B. Potter, Edwin A. Fisher, S. Powell Putter, John E. Morey.

TABLE J.

A. E. Vogt, E. G. Prahl, W. Goetzmann, R. Dunn, J. R. Davy, F. Remmel, H. A. Zimmer, R. Everest, Ed Prizer, John Fahy, P. S. Bebbins, C. E. Ives, L. L. Morse, W. T. Plumb, J. S. Wright, William S. Morey, F. H. Graves, T. B. Pritchard, H. G. Wright.

TABLE K.

Ed. Bausch, George P. Roth, J. N. Bauer, William Bausch, Adolph Lomb, G. E. Bausch, F. W. Yates, G. L. Eaton, James L. Hotchkiss, C. F. Chapin.

TABLE L.

Simon Stein, L. B. Jones, W. C. Likly, Fred Thompson, H. C. MacInnis, Horace Myers, W. D. Hayes, J. A. McBride, Ely Meyer, J. S. Shumaker.

TABLE M.

George Primrose, George B. Dresser, W. E. Dugan, W. C. Rogers, A. Dann, A. A. Dumond, William L. Dobbin, L. A. Bottridge, Levi Adler, T. J. Swanton, George J. French, S. E. Brewster, P. J. Cogswell, Dr. L. G. Gilbert, W. H. Caldwell, P. President, Charles A. Menter, W. H. H. Rogers.

TABLE N.

Colonel J. P. Cleary, Dr. George Tenney, W. Hunt, H. Hunt, J. K. Hunt, Henry P. Neunn, R. J. Mosier, Thomas J. Moore, J. Curtis Sickles, C. C. Newton, H. H. England, W. S. Strong, Colonel A. W. Moore, S. Samuel, N. Samuel, S. B. Hershey, George A. Grant, Thomas W. Newcomb, Giles B. Miller.

TABLE O.

G. G. MacPherson, H. P. Marks, Charles E. Lyon, Harvey F. Remington, H. H. Taylor, C. E. Stevens, Frank Staman, William F. Wray, Charles H. Wray, A. A. Badger, Dr. L. A. Hoard, H. H. McKay, E. A. Stahlbrodt, Milton Clark, V. M. Graham, H. C. Howlett, E. D. Chapin, W. J. Thumble, Peter Mayer, Edward Lewis, R. C. Kershner.

TABLE P.

E. P. Reid, D. P. McGarrey, William Dyer, J. W. Moore, J. Smyth, C. F. Garfield, R. J. Strassenburgh, H. S. Mackie, J. A. P. Waller, J. H. Lempert, A. W. Curtis, O. W. Bingham, Charles Salmon, J. B. Mosley, Z. F. Westerover, Edward Lyon, R. M. Myers, Allen Farley, Oliver De Ridder.

TABLE R.

Nathaniel Foote, Walter B. Duffy, W. F. Balkam, Dr. R. A. Adams, Sol Wile, Arthur B. Enos, Thomas P. Ford, E. H. Chapin, G. T. Curtis, John M. Ives, Edward W. Peck, Charles S. Mertz, George Koch, David Hoyt, Michael Doyle.

TABLE S.

E. W. Benton, Peter A. Vay, A. E. Bickford, Joseph McCabes.

TABLE T.

M. A. Rau, Marcus Strauss, A. J. Katz, Dr. Max Landsberg.

TABLE V.

James E. Wolcott, Charles H. Palmer, Arthur Robinson, Dr. Charles E. Sumner, Dr. W. W. Wimmis, Herbert L. Hall, G. C. Southard, C. C. Davy, H. Barry, J. C. Kalbfleisch, F. C. Fenn, N. E. Spencer, J. H. Boucher, John F. Alden.

TABLE W.

Henry Barnard, W. J. Robinson, Samuel S. Simonds, Paul T. Markoff.

TABLE X.

Walter B. Duffy, W. J. Naylor, Myron W. Greene, W. E. Moore.

The following gentlemen composed the reception committee: James G. Cutler, chairman; Colonel J. S. Graham, [illegible] H. Hollaway, Walter B. Duffy, W. Peck, Charles J. Brown, Lewis P. Ross, Max Brickner, Eugene T. Curtis, Hon. Henry C. Brewster, A. B. Lamberton, Hon. George W. Aldridge, D. M. Gordon, James M. Ives, Charles F. Ford, Hon. A. J. Rodenbeck, George B. Watkins, Fred T. Beach, David Hoyt, Hon. George A. Carnahan, Rufus A. Sibley, George Eastman, J. N. Beckley, Henry S. Mackie, Daniel B. Murphy, Charles E. Bayliss, F. B. Dunn, William C. Barry, Harold C. Kimball, E. P. Reed, Thomas J. Nicholl, F. A. Stecher, George F. Roth, Hon. William W. Armstrong, Lenning G. Wetmore, Hon. Frederick Cook, Edward Bausch, John F. Alden, Joseph A. Crane, Edward Prizer, H. B. Graves, Charles E. Angle, Louis N. Stein, H. W. Goetzmann, M. Kondolf, Michael Doyle, P. V. Crittenden, Hon. Merton E. Lewis, Hon. James Brock Perkins, Hon. Richard Gardiner, Hon. I. W. Salyerds, Albert O. Fenn, John C. Moore, Albrecht Vogt, Abram J. Katz, Julius Wile, Levi Adler.

The following acted as ushers: William Bausch, chairman; John S. Wright, Gurney T. Curtis, C. M. Fink, Jesse M. Lindsay, Charles E. Lyon, Peter W. Zeveld, Henry F. Marks, W. J. Trimble, Edward D. Chapin, A. B. Eastwood, Harry Likly, L. S. Foulkes, A. M. McDonnell, F. W. Yates, Edward A. Stahlbrodt, J. C. Powers, James R. Davy, John M. Rauber, William F. Goetzmann, William F. Morse, C. S. Kellogg, Joseph B. Hone, William L. Dobbin, George L. Eaton, Arthur B. Enos, James L. Hotchkiss, George Koch, J. C. Kalbfleisch, L. K. Kirstein, E. G. Prahl.

LETTERS OF REGRET.

Received From Many of the Nation's Distinguished Men.

Among those from whom letters of regret were received were the following:

Ex-President Grover Cleveland, Prime Minister Wilfrid Laurier, Bishop H. C. Potter of New York, Archbishop John Ireland, John Wanamaker, United States Senator John C. Spooner, of Wisconsin, United States Senator Marcus H. Hanna, James J. Hill, the great railroad magnate; United States Senator J. B. Foraker, Governor B. B. Odell, Mayor-elect Seth Low, Bourke Cockran, Bishop Kinsolving, Assistant United States Attorney General James M. Beck.

Letters were also received from a large number of state legislators and several members of the bench.

The letter from Grover Cleveland was written in his own hand, which is a small, fine writing, on plain white note paper, with no printed matter or other official character to it, and was dated at Princeton. It was as follows:

Princeton, Nov. 12, 1901.

John M. Ives, Secretary, etc.:

Dear Sir—I have received your courteous invitation to attend the annual dinner of the Rochester Chamber of Commerce on the 17 of December.

I am sorry to say in response that my engagements and occupations are such that it will be impossible for me to be with you.

Yours very truly,

GROVER CLEVELAND.

Governor Odell's letter was written on a typewriter, on state stationery, bearing the state crest, and was signed by himself. It follows:

Mr. A. B. Lamberton, Rochester Chamber of Commerce, Rochester, N. Y.:

My Dear Sir—I am in receipt of your favor of the 11th, inviting me on behalf of the Rochester Chamber of Commerce, to be present at the fourteenth annual dinner to take place in Powers Hall, Rochester, on Tuesday evening, December 17. I find in looking over my engagements that I am already committed for that date. It would give me a great deal of pleasure to be able to accept the invitation you have so courteously extended, and I can only express my regret at my inability to do so.

Thanking you for your courtesy, I am

Very truly yours,

B. B. ODELL.

The letter from Mark Hanna was on Senate stationery, written on a typewriter, and the writer's name was signed in a large bold hand. Senator Hanna evidently expects to be a busy man at Washington, as his letter shows:

Cleveland, Ohio, October 25, 1901.

Mr. John M. Ives, Secretary, Chamber of Commerce, Rochester, N. Y.:

My Dear Sir—Your favor of the 23d inst., signed also by the president of your Chamber of Commerce, was received in my absence on a campaign trip through the state, and has just come to my attention on my return here to-day. I note the invitation it contains, and thank you sincerely for this kind remembrance. While I am sure I would enjoy very much being with you on this occasion, it comes practically at the opening of the coming session of Congress, and there are many matters which will come up then in which I am personally interested and which demand my presence.

Trusting your gathering may be both pleasant and profitable, I remain

Truly yours,

M. H. HANNA.

REPLIED TO JEROME.

Dr. S. Banks Nelson Dissents From the Justice's Views.

Rev. S. Banks Nelson took the place of Hon. Martin W. Littleton in responding to the toast "From a Constitutional to a Commercial Age." Mr. Nelson very vigorously dissented from the views of Justice Jerome, saying:

"Mr. Jerome has been called a second Roosevelt. Nevertheless, I differ from him. He does not know the Irishmen of New York as well as I do. If he did, he would not say that a law closing the saloons any part of a Sunday can be enforced in an Irish city. In Ireland several cities are excepted from the Sunday closing law. One of these is Dublin.

"Here the saloons are open for all who wish to drink after 2 o'clock in the afternoon. You can go to church in the morning without seeing open saloons but in the afternoon and evening they are open while people go to church. But in the morning you will see bottles with ropes attached to them thrown out from the saloons to drinkers and in every back alley are men drinking from 'speak-easies.' I have seen half as many men drunk there in the morning as in the evening. Because any effort to close the saloons on Sunday will be met by the genius, almost allied to madness, of the tipplers who break it is no reason why no such law should be retained in the statute books.

"Because a few clubs sell liquor on Sunday, will we make the business wholesale? He said that he had the guarantee of the saloon men that they would obey his proposed law. If he will take the guarantee of the liquor men, then he and I are not on the same ethical plane."

Taking up the topic assigned him, the speaker said there is another side to expansion and commercial supremacy. He said that in England men, women and children are hungry and cold because they have been driven from their employment by Yankee sharpness and our trade supremacy. He pleaded with intense earnestness for the observance of moral and ethical principles in reaching out for trade.

This closed the dinner, the speaking being over in time to allow the members to get the 12.30 o'clock cars home. The sentiment was general that never before has the Chamber of Commerce had speakers at its dinners who have treated the most important topics of the hour in a manner so likely to stir thought and lead to results.

Men in Charge of the Dinner.

Charles Goetzmann was chairman of the committee having charge of the dinner. He was assisted by Wendell J. Curtis, Albert E. Vogt, Charles T. Chapin, Harry S. Woodworth, William C. Likly and Simon W. Stein.

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Commercial Supremacy.

Mr. Young said that the United States was now entering upon a period of commercial supremacy. The American commerce for hundreds of years

"The possibilities opening up to this country commercially seem wonderfully encouraging. The Pacific is destined to be thronged with vessels trading with Hawaii, the Philippines, Japan, China and Australia. Last year our trade with Hawaii amounted to $14,000,000; with the 40,000,000 people in Japan, $60,000,000, notwithstanding the people are very poor, the laborers earning only 10 to 20 cents per day. In the Philippines, where we are only just being introduced, our trade was $8,500,000 and, by wise legislation, we can secure almost the entire trade of the Malay Archipelago.

"In China, the conditions are different. For more than a thousand years the habits and costumes of these people have remained unchanged, and while the population is 400,000,000 they are very poor. The laboring class earns but 5 to 10 cents per day and cannot be classed as consumers in the ordinary sense of the word; still our trade with China was $42,000,000, our relations are more friendly than any other great power, and as railroads are built and the interior opened up our trade must assume great volume.

"Australia, with a population not much greater than New York City, has proven a wonderful market, our trade last year amounting to $32,000,000, and we may expect further development. Russia, with its 130,000,000 will open up to us, and instead of the $18,000,000 worth of business of last year, we should exchange $100,000,000 worth per annum.

"But our great trade must be with Europe. Our German business in 1900 was $280,000,000; with the United Kingdom $850,000,000 and with France, $155,000,000.

New York's Future.

"Mr. President, I give these figures, not only to show what we are doing, but as an evidence of what we may expect if we have the wisdom to encourage international commerce in a liberal spirit. Our foreign trade to-day is but a babe in comparison with the giant of twenty years hence. Already Germany and Russia may try by legislation to stem the current, but American machinery and energy will prove irresistible. Within twenty years New York will be the commercial and financial center of the world.

"The New World will contribute food and clothing to the old, and I sincerely believe that in time our form of government, a government of the people, by the people, will be adopted, perhaps in a modified form by the great nations, and America with a population of 200,000,000 will influence the policy of them all."

Mr. Young made a plea for a ship canal saying: "We want a ship canal to carry our freight from the lakes to the sea and across the sea. We cannot get cars enough now. We want ships of the largest capacity with a canal to parallel the railroads; ships that will sail from Duluth to Liverpool. If it will cost $200,000,000, then spend the money. You gentlemen of the Legislature need not be afraid to spend money in such broad and progressive improvements."

EDUCATION IN NATIONAL LIFE.

Subject Treated by General Alfred C. Barnes.

Mr. Raines said that Mr. Young's words were as thrilling as the tremendous facts he stated and caused a glow of patriotism, he was sure, in the hearts of all. The toastmaster spoke of this as the great age of education, when things that were academic in the school days of most of those present are living realities in the shops and offices of to-day; when the ordinary business man must have an education that would suffice for a college professor a few years ago. He called upon General Alfred C. Barnes to speak on "Education in National Life."

Mr. Barnes delivered a wise and witty address, saying in part:

"The difference between the present and all former times is the result of such attention to education as the world has never before seen. The common school is the keystone of the state. A distinguished writer and publicist has said that 'It was in making education not only common to all, but in some sense compulsory to all, that the destiny of the free republic of America was practically settled.' That our people are thoroughly in the spirit of this great advance is shown by the fact that two millions are expended annually for free education, or nearly $7 for each child of school age, and no taxes are voted more freely by legislators or paid more cheerfully by the burden-bearers.

"But this vast and universal training begets a thirst for still broader knowledge. Our youth appreciate the precept that

A little learning is a dangerous thing.
Drink deep, or taste not the Pierian Spring.

And so they press onward in the limitless field of voluntary improvement open before them through the gate of elementary instruction.

Secondary schools, and even colleges, no longer content their ambition to assimilate the culture of the ages and to penetrate the mysteries of science. Then the splendid university looms up to gratify the most ambitious student and the halls of graduate study and original investigation are thronged in consequence. It is these who realize in its fullness the truth of Milton's prophetic declaration: 'I will conduct ye to a hillside and point ye out the right path to a virtuous and noble education. Laborious, indeed, at the first ascent, it runs so smooth, so green, so full of goodly prospect and melodious sounds on every side, that the harp of Orpheus was not more charming.'

Scholar Is in the Saddle.

"So far [illegible] sentiment for liberal

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WANTS ENFORCEMENT OF LAW

Mr. Jerome Declares That It Is Impossible To Enforce the Present Raines Law--- Earnest Plea for Support From People Outside of Metropolis To Enable Authorities To Overcome the Evils There.



JUSTICE W. TRAVERS JEROME.

THE POST EXPRESS: WEDNESDAY AFTERNOON, DECEMBER 18. 1901.

BUSINESS MEN AT ANNUAL MEETING

Important Subjects Ably Discussed by Leaders at Chamber of Commerce Dinner.

Justice Jerome's Plea for Change In Excise Law.

RESTRICTED SUNDAY SALE

Hon. Richard Young's Argument in Favor of Commerce.

General Barnes and Dr. Nelson the Other Speakers--Hon. George Raines the Toastmaster -- Mr. Lamberton's Retirement -- The Guests.

It is a trite thing to say that the fourteenth annual dinner of the Rochester Chamber of Commerce will pass into local annals as the most successful event of its kind ever given by that body, yet a rhetorical flourish of trumpets could add nothing more to the truth of that statement. An excellent menu, a pleasant service, a congenial company and a brilliant quartette of speakers were simply the minor elements to the success of the affair.

Such a combination of factors could be secured by such a body as the Chamber of Commerce almost at any time. The real factors in the success of the dinner last night were the political circumstances of the hour and the intense response which they have awakened in the hearts of the people. It is offering no discourtesy to the other eminent guests who spoke at the dinner to say that the center and circumference of the event were Justice Jerome and the state excise law.

It was the men and the hour that drew [illegible] to this element must be ascribed the fact that never in the history of the local Chamber's dinners, perhaps, has such a representative gathering of Rochester's citizens been seen as that gathered about the tables last night. To one who intimately knew the personnel of the body of men gathered in Mirror hall, moreover, it was obvious that all of them were not there because they had come prepared to agree with Justice Jerome and his views on the excise laws, or even because they had come prepared to be converted to his way of thinking.

As a matter of fact there were many men present who fundamentally and irreverently differed from Justice Jerome's views and who came to listen to him simply that they might themselves size up the stuff out of which he was made and the stuff out of which he proposes to make his ammunition for the coming political struggle. Of such a character was Senator John Raines, the father of the famous excise law, who sat very near Justice Jerome, yet whose presence did not in the least deter the doughty New Yorker from leveling every shaft of ridicule, sarcasm, invective and opprobrium in his rhetorical arsenal at the measure to which he constantly referred as farcical, unjust and iniquitous. Of such a character, also, were a number of the city's well-known clergymen whose voices, long ere Justice Jerome's coming, have been lifted in warning to their people against what they conceived would be the creation of a popular sentiment subversive alike of religious principles and public order.

On the other hand, the liquor interests, not only of Rochester but of the state at large, were strongly represented and at their head was Morris Tekulsky, of New York city, ex-president of the New York State Liquor Dealers' association. These men are heartily in sympathy with Justice Jerome's efforts to amend the present excise law and led in the applause which greeted every telling point scored by the district attorney even in his remarks [illegible] more beneficial [illegible] to the city of Rochester, than the holding of the annual banquets of its Chamber of Commerce. They have been in the past and will continue to be the great social event of our chamber, and I am proud to be its presiding officer on this, the first banquet on the dawn of a new century. That we are so well known as a corporate body abroad, as well as at home, is due almost as much to our annual dinners, at which so many illustrious men have been our guests, as to our zeal in promoting and protecting the trade and commerce of our city. The real charm of our annual banquets centers in the fact that we have enjoyed the companionship of so many distinguished gentlemen who have graced our board.

"I hope this organization will stand more and more as the center of civic influence and enterprise. It stands for the honor and uplifting of our city as does no other institution within its borders. It has always since its foundation taken a very lively and deep interest not only in the affairs of Rochester and county, but in the affairs of the state, being dominated alone by a public spirit as contradistinguished from selfish ideas.

"To the trustees, committees and members of the chamber, I present most grateful acknowledgment and thanks for cordial and liberal support and co-operation during my term of office. To the citizens of Rochester I also desire to convey my warmest thanks for the noble manner in which they have responded to calls for funds required to further worthy causes, advocated or sanctioned by this chamber."

Toastmaster Raines.

Mr. Raines was in one of his most felicitous moods when he arose to announce Justice Jerome as the first speaker of the night. He facetiously intimated that he would so conduct the duties of his office that they should neither be a task for himself nor a burden upon the guests. Introducing Justice Jerome as one who had "taken the axe of authority and battered down the gate-posts of crime" Mr. Raines said:

"I observe that in the exceedingly appropriate address of the retiring president he has brought to your attention the valued services of his associates in office. Permit me to say that, owing to the distinguished services of your retiring president during his term of office, this has been the most successful year in the history of the Chamber of Commerce.

"In accepting the duties of toastmaster on this occasion I have done so not as a task for myself nor as a burden to you. I am in duty bound to call your attention to the fact that we are deprived of an address by Hon. Martin W. Littleton of Brooklyn, owing to the fact that he is detained in the argument of the celebrated Miller case, involving a million dollars in the Court of Appeals, despite the efforts of our local and honored member of that court to relieve him; but I congratulate you that you are to enjoy an address from one of the most distinguished divines of the city, who will maintain that high order of merit which we expect from our speakers, from the first to the last--Rev. S. Banks Nelson, of St. Peter's church.

"The theme my eye falls on as first on the programme is 'The Municipal Problem in New York as Affected by the Liquor Tax Law.' When I read this first on a Rochester programme I said: 'Why is it here? What have we to do with the burdens and difficulties of the citizens of the city of New York?' And then I thought that we had had so much to do with the government of the city of New York, and had perhaps contributed something to the evils that have afflicted that city, that perhaps this was an appeal to Caesar from one of its citizens, and that therefore the subject belongs here--for are we not the 'hayseeds' that make the laws for the city of New York

"It is not for me to anticipate the discussion of the theme. It is for me to present the speaker and to allow him to choose his own method without embarrassment at the hands of the toastmaster. If I were to undertake any jibes at the speakers of the evening I should not elect in the first instance the gentleman from New York as the subject of any jibe.

"The ancient Athenians after the battle of Marathon established a festival to the god Pan. We are accustomed to think of Pan as the god of the woods and of the shepherds, but the ancients tell us that was also the master of strategy, the inciter of alarms, that he took his forces up in the hills in order that the reverberations among the hills might increase the terror of the forces that were opposed to him. The god Pan of the metropolis is here. He has come among the hills of the Genesee that its echoes may cause panic to those who oppose the theory that he advocates.

"I shall not go into any biographical history of the distinguished speaker of the evening. It is enough to say of him that he has a lineage that is interwoven most honorably with the history of our own city. Of his works in the city of New York you are as well informed as I could possibly make you. He has taken the axe of authority from the shelf upon which it had rested so long, battered down the gateposts of crime, and demonstrated in a day the pusillanimity of the police department of a great city. He changed a political conflict on partisan lines into a great moral issue in which party lines were forgotten and effaced, and created a revolution in the civic affairs and the administration of the government of the metropolis of the country. He has demonstrated once more that in the last resort an appeal to the integrity and moral conscience of the American people will be responded to in all sections of the country, even in the worst. I have the honor and pleasure to present [illegible]

last night was of great importance because for the first time its newly-elected district attorney clearly outlined the policy which he intends to pursue in dealing with the many-sided drink problems in the metropolis. Staff correspondents from its great dailies were on hand who quickly sent out to their papers Justice Jerome's address and this done, immediately took their departure for home. The great body of banqueters, however, remained until the close of the speeches which, notwithstanding the lateness of the hour, were of such a high character as to hold the unflagging interest of the guests to the end.

For a half hour prior to the dinner, a reception to the distinguished guests of the evening was held in the anti-rooms leading to Mirror hall. It was nearly 7.30 o'clock before the doors of the banquet room were thrown open. The tables filled rapidly. Fully 400 guests were present. The speakers' table ran the entire length of the hall and rested upon a raised dais. Below it the guest tables ran transversely. Simple decorations of the national colors adorned the walls, while the tables were garnished with roses, carnations and chrysanthemums. The menu cards bore on their front cover a design of Rochester, the Power city, and within they carried a list of seven courses.

Dessenbach's orchestra, hidden behind a bank of palms in the gallery, gave an excellent programme and received hearty applause from the diners. Grace was said by the Rev. William R. Taylor, D. D., pastor of the Brick church. The guests of the evening were as follows:

After the menu had been discussed and before the addresses were commenced, Miss Matie Fulton of New York city, sang "The Last Rose of Summer." Miss Fulton is the soprano who at the Kansas City convention sang "The Star Spangled Banner," and at the Pan-American Exposition recently sang "Nearer My God to Thee," during the memorial services held in memory of President McKinley in the Temple of Music. In response to an encore last night, Miss Fulton sang the "Star Spangled Banner," the audience impulsively arising to its feet as she did so.

Mr. Lamberton's Review.

The formal exercises of the night were then opened by President A. B. Lamberton who congratulated himself upon being permitted to preside "at the chamber's first banquet at the dawn of the new century. Before introducing Hon. George [illegible]

[illegible] first utterance by his witticism at the sarcastic proclivities of Mr. Raines whom he characterized as a "'Toastmaster' rather than a toastmaster, and a dealer in mixed metaphors of a doubtful quality to boot. The ovation which was tendered the plucky little fighter from New York was spontaneous and hearty. Just as it was subsiding, and as Judge Jerome was arising to speak, someone in the gallery shouted, "Hurrah for our next governor!" Mr. Jerome appeared somewhat embarrassed for a moment and glanced quickly in the direction of the outburst, then spoke as follows:

MR. JEROME'S SPEECH.

Plea of New York's District Attorney for Excise Law Change.

"Mr. President, Mr. Toastmaster—Falsely so called, because I see that it should be Mr. Roastmaster. I am not here to try and fill your ears with any empty reverberations or strategem or Greek metaphors of a mixed variety. I am here because my heart is in a certain question, because I feel it vital to the people who have treated me well, and to whom I am in honor bound to discharge my obligations; because to do the things that those who feel as I do on this matter, to do those things we have got to have help. We have got to have help from outside the city of New York, because your learned toastmaster has said some few things in his remarks.

"There is one thing that must strike everybody that pays any attention to public affairs, and that is the enormous growth of the municipalities in the various states in this country for some years past, their growth at the expense of the rural district, their growth at the expense even of the 'hayseeds;' and while they have grown their interests have by no means ruled the interests, ruled the course of legislation.

"Their vital needs have too often been unknown to those who, in the best of good faith, I believe, have imposed laws on them radically unjust and unwise, not because they were unjust and unwise in seeking to remedy serious evils, but unjust and unwise because the evils that they brought in were greater than the evils they sought to remedy.

"In dealing with public affairs, in dealing with the affairs of life, it is by no means always best to remedy latent evils and it is when trying to remedy a moral evil, however lutense it may be, by the instrumentality of the criminal law, that evils far worse than the primary ones sought to be obviated will be in turn introduced. So this growth of the municipalities has made the municipal problem of the highest importance.

A Cosmopolitan City.

"When you realize that in the city of New York to-day there is gathered almost half the population of the state of New York; that at the time of the consolidation of the boroughs of the Bronx and Manhattan alone the population was increasing at the rate of 53,000 a year; that a great city was being added each and every year to these two boroughs of the old city of New York, you can see something of the problem, and you can realize it is but a few short years when a majority of the population of the state of New York will be gathered in the single municipality.

"It is a city with a great homogeneity of population, which holds more Germans than any other city in the world; holds more Jews than Jerusalem ever had, even in the eyes of Josephus; it is the largest Irish city in the world; it has a large Bohemian, Polish and Slavic population, with all these different nationalities, with all these differences of creed and race instincts.

"The slightest thought shows that the problem to deal with is by no means easy of solution. The problems that confront one are of practical science; questions of waste and transportation, and each of these is difficult enough; but it has aroused no passions of race or creed. They bring in no element of religion; they bring in no jarring warfare of the different sections, whether the Croton water should be filtered or not—such propositions of physical science can be solved without difficulty. The question of the disposal of refuse, the question of cleansing the streets are business propositions; even the question of water, especially if you haven't a block of Ramapo stock, can be discussed impassionately.

"But to solve problems that have to be approached honestly, as these propositions have to be solved for the welfare of the people, is more difficult. They cannot be approached for the benefit of one little clique governing one little political machine, or one governing another in the municipalities in our metropolis, for I know your politics in the country here are so pure that the dominant party always is raised above any such consideration; but in our city both machines are so radically and fundamentally rotten that there is nothing to choose between them.

"One thing more, you can approach these problems, highly important as they are, these municipal problems that simply involve business administration and the study of physical sciences, but you have to solve some that lie deeper than these; some that excite racial feeling, some that excite religious feeling, and some that stir motives base as well as motives noble.

"You cannot solve the first problems unless you approach them honestly, and never can approach them honestly in the city of New York, because until they are solved no honest administration can remain long enough in office to grapple with them, and they are, and always will be, remitted to the tender mercies of Tammany Hall, which will solve no problem honestly that is possible to solve at all.

A Great Problem.

"Now, one of these problems it may seem strange to you that I lay such emphasis upon, but one of these problems that confronts us now is no theory but a daily condition, embracing all other problems, embracing the province of purity of municipal politics and affairs in the city of New York, one that is real until you solve these other problems you and one for the solution of which I have come here to put up a cry for help, is this very one, this dealing with the liquor problem in the city of New York.

"We have 12,000 saloons in the city of New York, and we have at least 7,000 saloons open on every Sunday, in spite of the severity of the laws which the 'hayseeds' have imposed in regard to us in that respect.

"No saloon can keep open profitably unless at least twenty different men visit it on that day, so that you have in the city of New York at least 140,000 voters who every Sunday of the year go into the saloon and take one or more drinks, and they go there without believing that the offense that they commit is one involving moral turpitude, and they go away believing and knowing that it is not a crime, but going into the side door and soliciting another man to commit a crime in selling to them.

"The self respect of those men is lost and the self respect of the man who sells is lost, and the administration that endeavors to enforce that law goes out of office as inevitably at the expiration of its term as any administration can.

"But I am told 'You make no honest effort to enforce this law; what you need is more drastic punishment; what you need more is the pressure of an honest effort.' Said John Raines: 'If there is a man more cordially hated by the liquor dealers in the state than I am, I will give a thousand dollars to any charity you may name.'

"The views I advocate here to-night are views which have been forced upon me against my wishes and against my former convictions because for six and a half years I have sat in the courts in the city of New York upon which the burden of administering this law was cast and there came at one time a combination there of three men who controlled the whole legal machinery of the city of New York and who believed as sincerely in the possibility of the so-called Raines law as the senator himself. And that was what made the test so thorough.

"Theodore Roosevelt was president of the police board; John Goff was presiding in one part of the general sessions and I had the honor to preside in the Court of Special Sessions. And there was nowhere they could go to, and in the vernacular of the day they were 'up against it.'

Attempt to Enforce Law.

"The whole power of the county was exercised and exercised with absolute ruthlessness to enforce this law. I myself sent a widow woman, the supporter of a family, to the penitentiary for three months because she sold a glass of beer on Sunday. I do not think it can be said that that was dealing with the question very tenderly.

"There was no loophole, apparently, so far as the law could prevent it, and, gentlemen, what was the net result? Prior to the Strong administration the tariff on the liquor dealer for selling on Sunday was $5 a month. During the last four years of Mr. Van Wyck's administration, with the exception of one district of the city, the tariff has been $5 a month.

"During the administration of Mr. Roosevelt as president of the Police Board there was more danger. There were no more saloons closed than there are to-day with all this effort; but the tariff was $10 a month.

"The net result of as honest, determined an effort as could possibly be made resulted in raising the blackmail to $10 from $5. We have had beautiful developments from this wise law, which, in the city of New York, we call the 'Raines law hotel.' We have developed 2,167 of them where an India rubber sandwich was chained to the wall and it is pulled out when the drink is ordered and is allowed to go back.

"That law permits 2,167 places to sell rum on Sunday by having a 'fly-blown' sandwich which does duty all day long. That is indeed maintaining the sanctity of the Sabbath in closing the saloons on Sunday. If that is the kind of hypocrisy that the American people like, I misjudge them. It is not the kind of people to whom I made my play in the campaign. I played to that which was honest, which could look the truth in the face; that which was loyal, and I ran 17,000 ahead of my ticket.

"I am a young man and I have the misfortune to be a democrat; but I have tried to learn the lesson of wisdom that those men who have given to the republican party the dignity and the strength that it has to-day—and in my judgment is still has—but which, if it is going to maintain it, must learn a new lesson that those great leaders taught, it seems to me.

Public Service Debauched.

"Now, what those who feel as I do want, is but one thing. We are not seeking to have any change made in this law in regard to the revenue, for I suppose, as we look at it, that might affect the 'hayseeds.' We do not look for that. With them there are many things that are unwise about it. We say we will waive all those. We look for one thing. We look for a law that we can enforce. We look for a law that won't debauch our public service; that won't dangle from $600,000 to $750,000 a year blackmail before our police department. These men are better when they are appointed, better morally and physically, than the average man in community.

"But can you devise a scheme more [illegible] than is able to debauch the pow

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service." Can you solve [illegible] or $75,000 a year in this form of blackmail to the average man and expect him to resist it? Can you take a police captain with 200 saloons in his district and have $12,000 paid to a man in New Jersey, where you cannot trace it, just across the river?

"Can you do that and expect that the average man or all the average men are going to resist it?

"If you think so, if you think so well of humanity, if that is what happens on your hills here, come down to New York where we have no hills, and we will show you differently.

"What we want is to take from us the conditions that are defeating us, the conditions that are debauching our public life, that are keeping in politics an industry that has no more business in politics than dry goods with groceries.

"You may have all the law, have all the revenue from this thing to pay your debts up country if you please, take all the taxes of the municipalities, and let the country go free entirely, tax no hayricks or sheep, or cows, or barnyards, or any other rural paraphernalia that you want; we will pay the whole thing if need be; but do not debauch us. Do not make every effort that we make for better things futile. Do not, since the four years that we have had, throw us back into the arms of Tammany Hall, where woman's shame is rung upon cash registers and paid for in cashed checks. Do not give us that again. That is what I am here for, to ask you to help us to have it different.

Plan Proposed.

"We want you to change this law so that from 1 o'clock on Sunday until 10 or 11 o'clock on Sunday night liquor may be sold in the city of New York in other places than the 2,167 Raines law hotels. (Great applause.)

"We want a chance to deal with this moral question by moral means. We want a chance to save people from intemperance, to get them to lead better lives by religion, and not by trying to do the impossible with the criminal law. You won't help us? In two years you will restore us to what we have suffered for the two years past? And the fault won't be with us, for we will have tried to change it. The fault will be with the people outside of the city of New York who, not alive to the conditions there and unwilling to acquaint themselves with it, restore us again to the conditions of utter hopelessness that we have been in for some years past.

"Such a law as I have indicated is enforcible, and the question is not whether or no such a law will have no evils attending it. I know no law that touches great social questions that does not have its faults. Don't think that I think that the opening of the saloons is a desirable thing. God knows that with the experience that I have had, that if I could close them for all time I would be the first to vote aye on that proposition. But the question before us is whether an unenforcible law on our statute books does not bring incidental evils more terrible than the incidental evils of allowing such an opening, and Dr. Parkhurst well said a bill for Sunday opening during limited hours in the city of New York is not a bill for Sunday opening. It is a bill for Sunday closing; and that is really what it is.

"And then, think you, in a country where we profess that all men are born free and equal, and where we indulge in various incubrations on the subject of anarchy; do you think that it comports with respect and deference to the law that the poor man can walk down Fifth avenue, and he can pass the Union League club, and the University club, and the Manhattan club, and the Union club, where he can see the rich man sitting there and drinking, by reason of this beautiful change in the law, and yet he cannot get a drink?

"That my wit was never able to fathom, whereby by that law all associations prior to a certain day in March in a certain year could do all these things which the poor man could not.

The Rich and the Poor.

"What force put them there? I should like to ask. Who dared stand up before the plain people and justify such a provision, which draws a distinction in favor of the rich and against the poor?

"I can go to the Waldorf, or any one of a dozen hotels in the city of New York, and see the law shamelessly violated every day under guise of the hotel laws.

"There is not a social club in the city of New York that does not every day violate this law, because they allow cards to be played there for money.

"If you don't believe it, some humble citizen may address an open letter to the powers, with the scurgestion that the liquor tax commissioner of the state of New York lay before the incoming district attorney an information against the Union League club of the city of New York, and that they take the club book and begin with the A's and subpoena them down until they found the gentleman who saw the whist at 10 cents a point played there, and another man, it may be Mr. So and So, or Mr. So and So, who had a drink there, and you may ask the commissioner to forfeit the license of the club. It was saddled with a $50,000 rental for ten years and couldn't sell any liquor for five years, before they could get a license. Do you think a change in the law would be made at the clamor of the rich, which would not be at the clamor of the poor? It would be a good political play.

"But who is it that sets himself up for a moral standard, who has a right to say it is a crime to take a drink on Sunday? They have no right under our institutions. I do not want to go to a saloon on Sunday. I differ in my views from those people; but who is it, and upon whom did the spirit of American institutions, whether they be Bryanite or Republican, confer the right to dictate to 10,000 [illegible] and then [illegible] such a law as I [illegible] implicit obedience; that it would expel from its association anybody who violated it; that it would join with the authorities in the prosecution of any man who violated it. It is something to find a law that the trade itself is willing to accept, and for which it will give guarantees of obedience.

Great Moral Feature.

"It seems to me, as I look at this question, that last phase of it that I have touched upon, that a law which will almost of necessity doom to a loss of self-respect of 150,000 people in one community, presents a moral feature, the value of which, the importance of which, no language is quite adequate to describe.

"I am told that I am butting my head against a stone wall, and those who are working with me to effect such a change as this. I am told that no legislative body in the state of New York will pass such a law. I won't believe it until I see it. I have got still some faith, even in the legislature of the state of New York.

"I do not believe that they will make a party question of it if it is brought up there not as a party question. If it is brought up there as something touching the interests of three millions of people, and they are asked to give it a hearing fairly and justly on its merits, to give it a hearing and consider it in the light of our great need, I do not believe that representative institutions, and I will not believe, that they are such a failure that they will make a party issue of it, and until I have a demonstration of that fact

"There is no politics in this with this people who are associated with me in trying to bring this thing about. We humbly ask for a fair consideration of this. If it be considered fairly on its merits after careful inquiry, I for one can have no doubt of the outcome when the situation is really known, but if there are indeed those who put the vital cause of a great municipality, having nearly half the population of this great state, if they put their vital needs subservient to the interests of a political party, if motives as base as that are to lead them to a violation of their oath of office, to such I have a suggestion on a different plane.

"Let them consider whether they desire to hasten the advent of a question long since ripe for introduction and gradually forcing its way to the front, a question, the introduction of which may be delayed a very short time.

"Do such ones want to introduce the deeper or wider question or hasten the advent of that question, the deeper question to which this liquor question, if defeated on party lines, will lead? Do they want to hasten the naked political issue in this state, to be fought on political lines, the question of whether the vital needs of this people of our great municipalities shall not be considered on their merits, but shall be considered only from the standpoint of the exigencies of political parties?

"If there be those base minds who wish to lay aside this question on its merits and treat it on party lines, let them think a second time before they introduce that question, at a time when there is an election coming on in the year 1902; let them think a second time before they desire to lock horns with a party almost defunct, but which it is possible to rejuvenate and revivify if you give it an issue as broad and as deep as that, and one based on sound political philosophy and moral precedent."

THE NATION'S COMMERCE.

Discussed by Hon. Richard Young, of New York City.

In introducing Hon. Richard Young, of New York city, as the next speaker, Toastmaster Raines took occasion to relieve the tension which followed Justice Jerome's speech, by telling a funny story. In the welcome relaxation that ensued, Mr. Young arose. His theme was "America's Future Commerce and Reciprocity." Before entering upon the body of his address, Mr. Young digressed to pay a tribute of respect to Justice Jerome, whose unanswerable had left the hall. In terms of manifest sincerity, Mr. Young spoke of the gratitude of the citizens of New York for the efforts which Justice Jerome is making to rid that city of vice and make it a safe and beautiful place of residence.

"It is the greatest city the sun has ever shone on and one of the best," declared Mr. Young with such evident emotion of patriotic pride that it carried with it the sympathy of all his auditors. Jerome is characterized as "that man of destiny—a Roosevelt No. 2."

Plain in personal appearance and exceedingly simple in address, Mr. Young nevertheless demonstrated that despite his modest characterization of himself as a humble business man he is a public speaker of no mean ability. He said in part:

"Mr. President, we have heard a great deal about the decline of American shipping but it is a pleasure to say to-night that in the last few years while our sailing vessels have decreased from 8,800 to less than 7,000, our steam vessels have increased from 926 to 7,399, and, if you will follow the public press you will see that American capitalists are endeavoring to purchase the finest merchant vessels in the world. New York city and state are taking a great part in the battle for commercial supremacy. Of the 24,000 vessels clearing from the ports of the United States, over one-half left the port of New York. That peerless city of the New World has a water front of 450 miles and remains the gateway of American commerce for hundreds of years.

"The possibilities opening up to this country commercially seem wonderfully encouraging. The Pacific is destined to be thronged with vessels trading with Hawaii, the Philippines, Japan, China and Australia. Last year our trade with [illegible] amounted to the [illegible] for wanting a change of the Raines law, and that in the presence of the Hon. John Raines of Canandaigua, father of the measure. He incidentally remarked that, next to Senator Raines, nobody in New York state is more cordially hated than he is.

Judge Jerome got into the city on the Empire State yesterday afternoon and was met at the station by a committee consisting of A. B. Lamberton, president of the Chamber of Commerce, Hon. Henry C. Brewster, Mayor-elect Rodenbeck, Eugene T. Curtis, D. M. Gordon and Secretary Ivor. He went at once to Powers Hotel, where he was in the hands of the committee up to the hour of the dinner. Several visitors were admitted and Judge Jerome chatted cordially with them. All remarked his earnestness of manner, sharp, rather rasping tones and vigorous language. He appeared younger than many had expected to see him, but there was nothing of the immature in his manner.

Judge Jerome was accompanied by his secretary, and Morris Ubsdell, president of the Retail Liquor Dealers' Association of New York city, was with the party. Several New York papers were represented by staff correspondents on the Jerome train, for it was rightly judged that he would say something of vital interest regarding the Raines law.

Hon. Martin W. Littleton of Brooklyn, who was on the programme, was unable to attend because of argument of the celebrated Miller case in the Court of Appeals. His place was taken by Rev. S. Banks Nelson of St. Peter's Presbyterian Church.

Fully 400 guests were in attendance. Along one side of the hall was ranged the guest table, where sat the speakers of the evening and men prominent in business, professional and political life. The tables were beautifully decorated, and Teall's service was unexcelled.

From 6:30 to 7:45 a reception was held and many crowded about Judge Jerome, anxious to shake the hand of the man who had attracted to himself and the cause he represents so much of attention. The reception was held in the large rooms adjoining the banqueting hall. The hour for the dinner to commence having arrived, there was no delay in seating the guests. Each found his place in a prearranged group, while others sat with some selected friend, with whom the seating could be planned most agreeably. The [illegible] will [illegible] [illegible] that is made along the line of Sunday closing."

Dr. Nelson then narrated scenes which he avers may be witnessed any Sunday in the city of Dublin where the saloons are closed up to 2 o'clock every Sunday afternoon. He told how bottles are lowered from upper story windows and how men even insert funnels through the broad-mouthed keyholes of the saloon doors and through these suck their liquid refreshments.

"But there is one feature of Justice Jerome's argument," said he, "that must certainly appear very humorous to those people who are fighting the saloons. He solemnly declares that he has the guaranty of the saloon-keepers of New York city that if they may be allowed to sell liquor open certain hours on Sunday they will faithfully abide by the laws. He repeats that on the guaranty of these men who are trying to sell liquor and be respectable he knows that a liberal liquor law can be enforced."

The Committees.

DINNER COMMITTEE.

Charles Goetzmann, chairman; Wendell J. Curtis, Albert E. Vogt, Charles T. Chapin, Harry S. Woodworth, William C. Likly and Simon W. Stein.

RECEPTION COMMITTEE.

James G. Cutler, chairman; Colonel J. S. Graham, Henry B. Hathaway, Walter B. Duffy, Edward W. Peck, Charles J. Brewer, Lewis P. Rose, Max Briekner, Eugene T. Curtis, Hon. Henry C. Brewster, Eugene D. Lamberton, Hon. George W. Aldridge, D. M. Gordon, John M. Ives, Charles E. Ford, Hon. A. J. Rodenbeck, George B. Watkins, Fred T. Beach, David Hoyt, Hon. George A. Carnahan, Rufus A. Sibley, George Eastman, J. N. Beckley, Henry S. Mackie, Daniel B. Murphy, Charles E. Bayliss, Carl B. Dunn, William C. Barry, Harold C. Kimball, Hon. Thomas J. Nicholson, Hon. A. Steeper, George E. Roth, Hon. William W. Armstrong, Lansing G. Wetmore, Hon. Frederick Cook, Edward Bausch, John F. Alden, Joseph A. Grant, Edward Fraser, H. B. Graves, Charles E. Angle, Louis N. Stein, H. W. Goetzmann, M. Kondorf, Michael Doyle, P. V. Crittenden, Hon. Merton E. Lewis, Hon. James Breck Perkins, Hon. Richard Gardiner, Hon. J. W. Balyerds, Albert O. Fenn, John C. Moore, Albrecht Vogt, Abram J. Katz, Julius Wile, Levi Adler.

USHERS.

William Bausch, chairman; John S. Wright, Gurney T. Curtis, C. M. Fisk, Jesse M. Lindsay, Charles E. Lyon, Peter W. Zeeveld, Henry F. Marks, W. J. Trimble, Edward D. Chapin, A. B. Eastwood, Harry Lidly, L. S. Foulkes, A. M. McDonnell, F. W. Yates, Edward A. Stahlbrodt, J. S. Powers, James R. Davy, John M. Rauber, William F. Goetzmann, William F. Mercer, C. S. Kellogg, Joseph B. Hone, William L. Dobbin, George L. Eaton, Arthur R. Enos, James L. Holchkiss, George Koch, L. C. Kalbfleisch, L. K. Kirsten, E. G. Pfahl.

THE UNION AND ADVERTISER: WEDNESDAY, DECEMBER 18 1901.

CHAMBER OF COMMERCE DINNER A GREAT SUCCESS

Brilliant Function Held in Mirror Hall, Many Distinguished Men Being Present.

Judge Jerome of New York Declares War on the Raines Law, and Advocates Sunday Sales.

Implores the Up-State Districts to Aid the Metropolis—Eloquent Speeches from Hon. Richard Young, Gen. Alfred C. Barnes and Rev. S. Banks Nelson—President's Address.

The fourteenth annual banquet of the Rochester Chamber of Commerce was successfully held at Mirror Hall in the Powers building last night. It was a most brilliant affair and reflected the business, social and political life of the city as has no other event of recent years. A distinguished array of prominent speakers, including the Hon. William Travers Jerome, district attorney-elect of New York city, Hon. Alfred Barnes, Hon. Richard Young and others, graced the occasion with their presence, and their voices were heard in eloquent speech at various stages of the evening's proceedings.

Mirror Hall was a scene of beauty never surpassed in similar functions of the chamber. There was before the minds of all the great success of the Old Home of last year, and in order to retain the prestige of that occasion the committees in charge were compelled to bend their utmost energies. That they succeeded so admirably is due to each member of the various committees, all of whom deserved a share of praise for the successful termination of the affair.

Far and above the other outside speakers in point of interest was Judge Jerome, who has stirred New York to the depths, and is just now engaged in getting into a shape a bill which shall be a modification of the Raines law, and which is designed to allow the sale of liquor during certain hours on Sundays. His plan was outlined by him in his address last night. He and his remon

The dinner committee was made up of the following gentlemen: Charles Goetzmann, chairman; Wendell J. Curtis, Albert E. Vogt, Charles T. Chapin, Harry S. Woodworth, William C. Likly and Simon W. Stern.

Grace was said by the Rev. William R. Taylor, D. D., of Brick Presbyterian Church. The menu was as follows:

HUITRES
Blue Points
Celery
POTAGE
Green Turtle Soup
POISSON
Lobster a la Newburg in Cases
ENTREES
Sweetbread Timbale
Sauce a L'Anglaise
RELEVE
Turkey Cutlet
Brown Sauce
Potato au Gratin
Amorante
Cream Sauce
Roman Punch
GIBIER
Roast Quail
Russian Salad of Fresh Tomato
Boston Lettuce
DESSERT
Biscuit Tortoni
Assorted Cakes
Neufchatel and Cream Cheese
Malaga and Catawba Grapes
Coffee

A surprise was in store for the guests at the conclusion of this repast. Miss Mattie Fulton of New York city, the celebrated soprano, who sang the "The Star Spangled Banner" at the Kansas City convention, sang "The Last Rose of Summer." So great was the applause that an encore was demanded and "The Star Spangled Banner" was given an encore. The guests stood while the [illegible] was sung.

At appropriate intervals the following programme was rendered by Dellbach's orchestra:

March—Invincible Eagle ..... Sousa
March—The Messenger Boy ..... Mc
Selection—The Singing ..... Eng
Waltz—The Yacht...James Brooks Ell
Dedicated to Sir Thomas Lipt
Florodora ..... Stern
(a) In the Shade of the Palms.
(b) Serenade.
Intermezzo—The Pansy .....
Selection—The Rogers Bros. in W
Ingleton .....
Waltz—Romance of the Hall.....
.....Edgar H.
Dedicated to Dossenbach
Songs of All Nations.....

PRESIDENT LAMBERTON

Description of a Successful Year as Chamber's Life.

After Miss Fulton's solo, A. B. Lamberton, the retiring president, arose and addressed the assemblage. He said as follows:

Retiring President Lamberton Comments His Associates.

"Gentlemen of the Rochester Chamber of Commerce, and Honored Guests: I can conceive of no more beneficent influence that can accrue to the city of Rochester, than the holding of our annual banquets of its Chamber of Commerce. They have been in the past, will continue to be the great events of our chamber, and I am sure that its presiding officer on this, the night on the dawn of a new year, That we are so well known to the commercial body abroad, as well as at home, is almost as much due to the [illegible] of which we

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promoting and protecting the trade and commerce of our city. The real charm of our annual banquets centers in the fact that we have enjoyed the companionship of so many distinguished gentlemen, who have graced our board and delighted our minds with their eloquent and instructive speeches.

"There now devolves upon me as president of this chamber, the pleasing duty of extending a hearty and cordial welcome to our banquet our honored and distinguished visitors. We are glad to have them with us on this festive occasion, whether or no the reputation of our banquets is as good as reported. The gentlemen who favor us with their presence on this occasion, do, by accepting the invitation, give evidence of the high esteem in which our organization is held in all parts of the state. We have reason to congratulate ourselves that we are so highly favored with speakers this evening, who are men of affairs and great experience, widely known and esteemed for their personal worth, eloquence, wit and wisdom.

Chambers of Commerce in other cities sought to secure these gifted gentlemen as speakers at their banquets, but all in vain, and to-night we are the envy of those disappointed cities and corporations.

"It is very pleasant to me and I know it will be gratifying to you to learn that our organization is in a most flourishing condition. Our debts are all paid and we have a goodly sum in the treasury. Our secretary is a veritable master of finance and I take this opportunity of thanking him for the zeal and energy he has displayed in maintaining the high standard of the Rochester Chamber of Commerce. I take pleasure also of acknowledging the efficient and faithful services of his office assistants.

"We have increased our membership and made our organization stronger and more serviceable than ever, and in no year of its history have our citizens shown such interest in it, and a higher appreciation of its work.

"It has been the aim of your president to make the chamber more attractive and representative and much benefit has accrued by the introduction of new features in policy and entertainment, such as the admission of members of the learned professions, the introduction of music in the public parks on Saturday and Sunday afternoons during the summer months, popular entertainments of an educational and amusing character, interspersed between the regular monthly meeting and luncheon of the corporation. The policy of the chamber has been to benefit all the people of Rochester and familiarize them as much as possible with the workings of the chamber as a popular tribunal for the conservation of the city's highest interests.

"The attention of the people has been called more directly than on previous years to the chamber's work because of certain financial questions both municipal and state. The attention of this body was directed on several occasions to conditions which threatened the city with great financial loss, resulting in action that saved to the people several hundred thousand dollars.

"I hope this organization will stand more and more as the center of civic influence and enterprise. It stands for the honor and uplifting of our city as does no other institution within its borders. It has always since its foundation taken a very lively and deep interest not only in the affairs of Rochester and county, but in the affairs of the state, being dominated always by a public spirit as contradistinguished from selfish ideas.

"To the trustees, committees and members of the chamber, I present most grateful acknowledgment and thanks for cordial and liberal support and co-operation during my term of office. To the citizens of Rochester I also desire to convey my warmest thanks for the noble manner in which they have responded to calls for funds required to further worthy causes, advocated or sanctioned by this chamber.

"The literary department of the chamber's work has been conducted at much labor and expense. The periodical publication of the Chamber's book, which this year is entitled "Rochester, The Power City," is a very handsome volume, profusely illustrated and so directed to the interests of our city, that it will be a strong influence in directing the attention of the people of this and other countries, to Rochester as being one of the greatest manufacturing centers of the world. The title of the book is suggestive of the work that has been done for power by a system of low dams, rather than a menacing dam, and which has secured to Rochester already some additional 20,000 horse-power available next spring.

"Forty thousand elaborately illustrated folders and many more leaflets containing condensed information about Rochester, have been published and spread broadcast by the chamber.

"In conclusion let us not forget those who have passed to the great beyond and who though absent in the body tonight from their accustomed seats at our annual banquet, may be with us in spirit. Let us remember their kindly faces, helpful hands and honest hearts, as we knew them in life, and may the memory of their well spent lives cheer us on to our best endeavors to do good in our generation."

President Lamberton then introduced Hon. George Raines, the toastmaster of the evening. In a short speech Mr. Raines directed himself to the task at hand. Said he:

"The theme my eye falls on as first on the programme is 'The Municipal Problem in New York as Affected by the Liquor Tax Law.' When I read this first on a Rochester programme I said: 'Why is it here? What have we to do with the burdens and difficulties of the citizens of the city of New York?' And then I thought that we had had so much to do with the government of the city of New York, and had perhaps contributed somewhat to the evils that have afflicted that city, that perhaps this was an appropriate theme for us. [illegible]

[illegible] Its also about [illegible] Dad Pan of the Metropolis." He then introduced Judge Jerome.

RAINES LAW INEFFECTIVE.

Demand That It Give Way to New Measure Allowing Sunday Sales.

Loud applause greeted Judge Jerome as he rose to address the audience. One of the gentlemen shouted:

"The next governor of New York."

This remark also brought loud applause.

Judge Jerome spoke as follows:

"Mr. President, Mr. Toastmaster—falsely so called, because I see that it should be Mr. Roastmaster. I am not here to try and fill your ears with any empty reverberations of straitegm or Greek metaphors of a mixed variety. I am here because my heart is in a certain question, because I feel it vital to the people who have treated me well, and to whom I am in honor bound to discharge my obligations; because to do the things that those who feel as I do on this matter, to do those things we have got to have help. We have got to have help from outside the city of New York, because your learned toastmaster has said some true things in his remarks.

"There is one thing that must strike everybody that pays any attention to public affairs, and that is the enormous growth of the municipalities in the various states in this country for some years past, their growth at the expense of the rural district, their growth at the expense even of the 'hayseeds'; and while they have grown their interests have by no means ruled the interests, ruled the course of legislation.

"The evils that have too often been unknown to those who, in the best of good faith, I believe, have imposed laws on them radically unjust and unwise, not because they were unjust and unwise in seeking to remedy serious evils, but unjust and unwise because the evils that they brought in were greater than the evils they sought to remedy.

"In dealing with public affairs, in dealing with the affairs of life, it is by no means always best to remedy latent evils, and it is when trying to remedy a moral evil, however intense it may be, by the instrumentality of the criminal law, that evils far worse than the primary one sought to be obviated will be in turn introduced. So this growth of the municipalities has made the municipal problem of the highest importance.

"When you realize that in the city of New York to-day there is gathered almost half the population of the state of New York; that at the time of the consolidation of the boroughs of the Bronx and Manhattan alone the population was increasing at the rate of 25,000 a year; that this great city was being added each and every year to these two boroughs of the old city of New York, you can see something of the problem, and you can realize it is but a few short years when a majority of the population of the state of New York will be gathered in the single municipality.

"It is a city with a great homogeneity of population, which holds more Germans than any other city in the world; holds more Jews than Jerusalem ever had, even in the days of Josephus. It is the largest Irish city in the world; it has a large Bohemian, Polish and Slavic population, with all these different nationalities, with all these differences of creed and race instincts.

"The slightest thought shows that the problem to deal with is by no means easy of solution. Some of the problems that confront us are of practical science; questions of waste and transportation, and each of these is difficult enough; but it has aroused no passions of race or creed. They bring in no element of religion; they bring in no jarring warfare of the different sections; whether the Croton water should be filtered or not—such propositions of physical science can be solved without difficulty. The question of the disposal of refuse, the question of cleaning the streets are business propositions; even the question of water, especially if you haven't a block or Ramapo stock, can be discussed impassionately.

Both Political Machines Rotten.

"But to solve problems that have to be approached honestly, as these propositions have, to be solved for the welfare of the people, is more difficult. They cannot be approached for the benefit of one little clique governing one political machine, or one governing another in the municipalities in our metropolis, for I know your politics in the country here are so pure that the dominant party always is raised above any such considerations; but in our city both machines are so radically and fundamentally rotten that there is nothing to choose between them.

"One thing more: you can approach these problems highly important as they are, these municipal problems that simply involve business administration and the study of physical sciences, but you have to solve some that fix deep in than these; some that excite racial feeling, some that excite religious feeling, and some that stir motives base as well as motives noble.

"You cannot solve the first problems unless you approach them honestly, and you never can approach them honestly in the city of New York, because until they are solved, no honest administration can remain long enough in office to grapple with them, and they are, and always will be, remitted to the tender mercies of Tammany Hall, which will solve no problem honestly that it is possible to solve at all.

"Now, one of these problems, it may seem strange to you that I say such an obvious proposition, but one of these problems [illegible] [illegible] [illegible]

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which inspired the great speech of Mr. McKinley at Buffalo and which was his dying message to his country. These were the sentiments which crystallized at the reciprocity convention, and are embodied in President Roosevelt's message. I know some newspapers say the convention at Washington was barren of result, but I am justified in denying this by the fact that the President considered it so seriously and that it constructed a platform upon which those favoring reciprocity may stand, and has set the country to thinking upon the subject. I never saw such a body of men representing such great and varied interests as gathered at the convention and am sure good must result.

"The subject of American commerce is one of such magnitude it is difficult to appreciate. A few years ago our foreign trade was small and we heard but little criticism or complaint, but during the last few years, owing to increased producing capacity, due to the ingenuity of American inventors, the skill of mechanics and the courage of capitalists, such progress has been made that production has far exceeded our needs, and we have been compelled to seek new outlets. At first we met with slight encouragement, but with the indomitable perseverance peculiar to the American character, we forged ahead step by step until we have reached a place where we command the respect of some nations and have incurred the commercial antagonism of others. This is not surprising when we realize that since 1895 our exports have grown from $900,000,000 to $1,500,000,000 and our imports have grown from $785,000,000 to $929,000,000.

"This enormous trade with every port in the world required the use of 24,000 vessels, only 13,000 of which floated the American flag. Mr. President, we have heard a great deal about the decline of American shipping, but it is a pleasure to say to-night that in the last twenty years while our sailing vessels have decreased from 3,000 to less than 7,000, our steam vessels have increased from 928 to 7,390, and, if you will follow the public press you will see that American capitalists are endeavoring to purchase the finest merchant vessels in the world. New York city and state are taking a great part in the battle for commercial supremacy. Of the 24,000 vessels clearing from the ports of the United States, over one-half left the port of New York. That peerless city of the New World has a water front of 450 miles and will be the gateway of American commerce for hundreds of years.

"The possibilities opening up to this country commercially seem wonderfully encouraging. The Pacific is destined to be thronged with vessels trading with Hawaii, the Philippines, Japan, China and Australia. Last year our trade with Hawaii amounted to $34,000,000; with the 40,000,000 people in Japan, $60,000,000, notwithstanding the people are very poor, the laborers earning only 10 to 20 cents per day. In the Philippines, where we are only just being introduced, our trade was $8,500,000 and by wise legislation we can secure almost the entire trade of the Malay archipelago.

"In China the conditions are different. For more than a thousand years the habits and customs of these people have remained unchanged, and while the population is 400,000,000 they are very poor. The laboring class earns but 5 to 10 cents per day and cannot be classed as consumers in the ordinary sense of the word, still our trade with China was $42,000,000, our relations are more friendly than any other great power, and as railroads are built and the interior opened up our trade must assume great volume.

"Australia, with a population not much greater than New York city, has proven a wonderful market; our trade last year amounting to $72,000,000, and we may expect further development. Russia, with its 120,000,000, will open up to us, and instead of the $18,000,000 worth of business of last year we should exchange $100,000,000 worth per annum.

"But our great trade must be with Europe. Our German business in 1900 was $280,000,000, with the United Kingdom $650,000,000, and with France, $155,000,000.

"Mr. President, I give these figures, not only to show what we are doing, but as an evidence of what we may expect if we have the wisdom to encourage international commerce in a liberal spirit. Our foreign trade to-day is but a babe in comparison with the giant of twenty years hence. France, Germany and Russia may try by legislation to stem the current, but American machinery and energy will prove irresistible. I believe within twenty years New York will be the commercial and financial center of the world.

"The New World will contribute food and clothing to the Old, and I sincerely believe that in time our form of government, a government of the people, by the people, will be adopted, perhaps in a modified form, by the great nations, and America with a population of 200,000,000 will influence the policy of them all."

NATIONAL EDUCATION.

Important Address by General Alfred C. Barnes on "Education in National Life."

The remarks of Gen. Alfred C. Barnes, who followed, were devoted to the subject of "Education in National Life." He said in part:

Mr. Raines said that Mr. Young's words were as thrilling as the tremendous facts he stated and caused a glow of patriotism, he was sure, in the hearts of all. The toastmaster spoke of this as the great age of education, when things that were academic in the school days of most of those present are living realities in the shops and offices of to-day; when the ordinary business man must have an education that would suffice for a college professor a few years ago. He called upon General Alfred C. Barnes

to speak on "Education in National Life."

General Barnes said that all former times is the result of such attention to education as the world has never before seen. The common school is the keystone of the state. A distinguished writer and publicist has said that 'It was in making education not only common to all, but in some sense compulsory to all, that the destiny of the free republic of America was practically settled.' That our people are thoroughly in the spirit of this great advance is shown by the fact that two millions are expended annually for free education, or nearly $7 for each child of school age, and no taxes are voted more freely by legislators or paid more cheerfully by the burden-bearers.

"But this vast and universal training begets a thirst for still broader knowledge. Our youth appreciate the precept that

'A little learning is a dangerous thing.
Drink deep, or taste not the Pierian Spring.'

And so they press onward in the limitless field of voluntary improvement open before them through the gate of elementary instruction.

Secondary schools, and even colleges, no longer content their ambition to assimilate the culture of the ages and to penetrate the mysteries of science. Then the splendid university looms up to gratify the most ambitious student and the halls of graduate study and original investigation are thronged in consequence. It is these who realize in its fulness the truth of Milton's prophetic declaration: 'I will conduct ye to a hillside and point ye out the right path to a virtuous and noble education. Laborious, indeed, at the first ascent, it runs so smooth, so green, so full of goodly prospect and melodious sounds on every side, that the harp of Orpheus was not more charming.'

Scholar Is in the Saddle.

"So far has the sentiment for higher education progressed that in some states the entire expense of the pupil from the kindergarten to the university is defrayed by the government. But without any such aid, in this era of stupendous private fortunes, there are found noble men and women to lavish munificent sums on this department of the public weal. Witness Andrew Carnegie's heroic attempt to 'die poor.' While the names of Rockefeller and Stanford stand resplendent with thousands of lesser benefactors (who give perhaps just as much in proportion to their means) at the head of the list started by Abou ben Adhem in the Golden Book of Paradise, of those who 'loved their fellowmen.'

"Such an expansion of the human mind must result in such betterments of the conditions of existence during the present century as the world has never conceived or approximated. We think that we dwell in an era of wonderful development. So we do, but we stand only on the threshold of possibilities. For one thing, the inculcation of right sentiment must result in the purification of politics, which are now in many instances so degraded. There is no more encouraging sign of the times than the recent redemption of the Imperial City of New York from its sordid interests, under the leadership of the president of Columbia University and that gallant graduate of Yale, who has already addressed you. The scholar is in the saddle, and will infuse his gentle scholarship, with his brave and strenuous methods, into the dark places and hard propositions of civic administration."

TALKED BACK TO JEROME.

Rev. S. Banks Nelson Does Not Approve of the Judge's Policy.

The place of Hon. Martin W. Littleton on the programme was taken by Rev. S. Banks Nelson, pastor of St. Peter's Church, who discussed "From a Constitutional to a Commercial Age." He said in part:

"Mr. Jerome has been called a second Roosevelt. Nevertheless, I differ from him. He does not know the Irishmen of New York as well as I do. If he did, he would not say that a law closing the saloons any part of a Sunday can be enforced in an Irish city. In Ireland several cities are excepted from the Sunday closing law. One of these is Dublin.

"Here the saloons are open for all who wish to drink after 2 o'clock in the afternoon. You can go to church in the morning without seeing open saloons but in the afternoon and evening they are open, while people go to church. But in the morning you will see bottles with ropes attached to them thrown out from the saloons to drinkers and in every back alley are men drinking from 'speak-easies.' I have seen half a many men drunk there in the morning

FOR AND AGAINST JUSTICE JEROME.

Brief Opinions from Many City Clergymen on Propositions Advanced by New York's District Attorney-Elect for More Liberal Excise Law—Mass Meeting of Protesting Citizens to be Held in Fitzhugh Hall on Sunday—Interest Manifest.

The Post Express presents to-day short opinions from clergymen of various denominations in Rochester, on Justice Jerome's proposition to amend the present excise law, especially by allowing saloons in New York city to keep open for a limited time on Sundays. Among the clergymen whose opinions are here expressed are several who have taken an active part in temperance work in Rochester and in other places, as the Rev. Dr. Clarence A. Barbour, a well known leader in the local Good Government club, and the Rev. Dr. MacLaurin, who for several years was a member of the executive committee of the Good Government league of Detroit.

Interviews with these clergymen elicited the information that most of them are to give extended attention to Justice Jerome's recent remarks here, from their pulpits next Sunday and on this account a few of them declined to make a public expression of opinion at this time. Among these was the Rev. Dr. Taylor, of the Brick church.

Others preferred not to express an opinion either because they had not yet arrived at a decision on the question, or because they had not read Justice Jerome's remarks and so were not in a position to know his ideas. Among the latter was the Rev. Algernon S. Crapsey, rector of St. Andrew's Episcopal church.

Rev. Dr. Stebbins, the pastor of Central Presbyterian church, who all along has expressed himself as being in sympathy with Mr. Jerome's views on the excise law, is out of the city to-day, so no expression of opinion could be obtained from him.

A mass meeting to protest against the proposition set forth by Justice Jerome will be held in Fitzhugh hall next Sunday afternoon, under the direction of the Prohibition union. Among the speakers will be Rev. Dr. C. A. Barbour, Rev. Frederick D. Leete, Rev. Dr. Donald D. MacLaurin, Rev. Dr. C. E. Hamilton, Rev. Dr. George H. Dryer, Rev. Dr. J. T. Gracey.

Rev. Dr. D. D. MacLaurin.

Rev. Dr. D. D. MacLaurin, of Second Baptist church—"I am opposed to Justice Jerome's proposition, because it is a surrender of an American institution which has been at least of equal value as a factor in the development of our country, viz., the American Sunday. The American Sunday has had a recognized place in the history of our country from its very beginning, and to yield to Mr. Jerome's proposition is to surrender that factor in our institution to a foreign people who have never been blest by the prosperity and privileges which the citizens of this country have enjoyed. Justice Jerome's proposition is simply to legalize a violation of the Sunday institution and that in behalf of the worst institution in our country. That saloon-keepers are under a stigma, in this country and in this country only, as Justice Jerome claims, is the highest eulogy which even he could pay to the spirit and ethical sense of the American people."

Rev. Dr. C. A. Barbour.

Rev. Dr. C. A. Barbour, of Lake Avenue Baptist church—"I presume that Justice Jerome accomplished this by his speech; he pleased the people in New York who want open saloons on the first day of the week. That, perhaps, was all that he hoped to accomplish. So far as putting such a law as he proposes upon the statute books, I think the chances of it are very remote."

Rev. Dr. H. C. Riggs.

Rev. H. C. Riggs, D. D., pastor emeritus of St. Peter's Presbyterian church—"That Justice William Travers Jerome, standing in the midst of such facts and personal experiences as he has been called to face in his official relations to the civic life of New York city, and having such outlook towards the future of that life as he must have, should cast about almost desperately for some way of making things better than they are, and of making sure any gains already in sight, is not at all strange. But it is strange that he does not seem to realize in connection with his proposed Sunday opening of saloons in New York city, that this is a question involving a great moral as well as economic principle, and one which cannot be taken up out of vital relations to other most important questions. To break down the law of the Sunday rest, which every worker needs and is entitled to have secured to him, in the interest of the retailer of liquors, is putting in peril far more than that one thing seems at first thought to involve. This granted, and other demands will surely follow in the same direction, and the outcome will be widely disastrous. If protection can possibly be had against evident and manifold evasions of the 'hotel' feature in the present law, either by amendment of the law itself or by its more exact enforcement, this certainly ought to be secured. But the promise on the part of law breakers, that upon certain concessions they will obey the law, is not worth the breath with which it is made, and if Tammany's defeat to which Justice Jerome made such grand contribution, was possible last month with this law just as it now is, why will it be impossible two years from last month even though the law remains essentially unchanged."

Rev. Dr. F. D. Leete.

Rev. Dr. F. D. Leete, of Monroe Avenue Methodist Episcopal church—"I should say that Justice Jerome's proposition, reduced to its essence, is as follows: 'Let us ask the law-breaker what he would like to have the law be, and let us legislate accordingly,' whereas I would say to the law-breaker: 'Let him first show that he has the disposition to keep the law as it is; then let him make his complaint of any injustice and we will legislate, not necessarily according to his request, but for the highest good of all concerned.' The proposition seems to be, also, to be subversive of the rights of the state, inasmuch as it is claimed to be purely a matter of local government. If New York city is permitted to become a centre of pestilence, no legislation is able to save the other cities of this country. Again, the proposition seems to me to be a case of partial legislation, favoring the business of one class against the moral, financial and religious interests of all other classes, against the moral interest, because it will not fail to increase the evils of intemperance; against the financial interests, because it will give the saloon keepers first chance at the wages of the workingman; against the religious interests, because it legalizes the fracture of the Ten Commandments and the desecration of the special day without whose continued sanctity successful worship will be made impossible."

Rev. F. T. Clayton.

Rev. F. T. Clayton, acting pastor of Third Presbyterian church—"We must remember that when Justice Jerome spoke, he dealt with conditions in New York city of which people in Western New York naturally know little and consequently are less competent to judge than one who for six years at least, has grappled face to face with these conditions. His statement of the conditions and his proposed solution of the problem appeal to me as being very sane. When I stop to think of the character of the man whence such utterances proceed, I can more confidently give my assent to his proposed measures. Whether not such a solution would solve the problem elsewhere than in New York city I am not ready to judge. I believe local conditions must be studied by sane-minded men. It is far better to have saloons closed for 12 or 18 hours of the day and to be sure of it, than to have them closed supposedly all day and endure 24 hours of deceit and lawbreaking of a most demoralizing character."

Rev. Dr. S. B. Nelson.

Rev. Dr. Nelson, of St. Peter's Presbyterian church—"Justice Jerome presented five argument, viz.:

1. The Raines law is ineffective.
2. Temptation to blackmail is too strong for the police.
3. We should help the saloon keeper and his family to be respectable.
4. Give us a law such as the Liquor association will accept and for the observance of which I have their guaranty.
5. And, above all, help us, for God's sake, to get this legislation, or we shall be relegated to limbo the next time the people have a chance to vote.

"These arguments were not discussed by Mr. Jerome, because he never once paused to consider the well-known reasons given for Sunday closing, but instead of discussion, which he evidently feared, he bolstered himself up with the bravado of a threat, and the bluster of defiance for if you don't open the saloons on Sunday you will be made, said he, to face the question 'whether great public needs are to be considered only from the standpoint of political exigencies,' and we defy you to refuse to open the saloons on Sunday for such refusal is unconstitutional. To whom has the spirit of the constitution given the right to say that 140,000 persons in New York shall not take a drink on Sunday.

"Now that threat is as harmless as the flap of a fly's wing for it is the offspring of a pair of flies. The open Sunday is not a public need, and the opposition to it is not a political expedient or vote-courting policy, but a protest of the American conscience in one of its best moods, hence we have no need to fear 'righteous indignation' or the 'true spirit of liberty' rising to throw off such wholesome and happy restraint, and the defiance is perfect bluster for the spirit of the American constitution is certainly found in greater measure in the lives and the public spirit of those who do not run points or patronize them on Sunday. The declaration of independence was not written in a saloon, not by a long shot.

"No law is absolutely water-tight, why should we expect a liquor law to be tee-totally tight. The proverb is true to experience that 'you can run a coach and force through any statute.' The Raines' law is doubtless capable of improvement, and Mr. Jerome really testified to it's value when he was unable to say that more than an average of twenty patrons receive drinks in each of 7,000 saloons on Sunday, while 6,500 were sour right. Under the British law of partial sunday closing during the day hours there is no saloon that cannot and on the average does not secretly give drinks to twenty of its favorite customers. The Raines law is a relative success. No one expects absolute success until we are nearer the millennium. Thirteen thousand saloons have their blinds drawn, doors shut, lights out, are silent as though the inmates were at prayer. Can anyone calculate the influence of this corking-down of the tavern stench and stopping the saloon brawl, on the young folks of New York, and on our young people, without whom New York would have gone to the devil long ago both temporally and spiritually. We have a right even 'hayseeds' though we be to deny the authority of Jerome and Bishop Potter to open traps for the children of 'hayseeds,' and we shall continue to exercise our right. All emigrants are not tipplers and the major cause of the slum problem of New York is that her saloons have made the multitudes of greenhorns indisposed to the exertions of our American life and robbed them of the ambition when out of employment to get up and try their fortunes elsewhere.

"Now is the hour to rise in the name of the best though of the best citizens and squelch this brazenly degenerate plan to haul us back under the domination of the worst thought and the worst citizenship. We have had men 'who would rather be right than be president' and Mr. Jerome will never earn the title Roosevelt II. unless like Theodore he sets himself with all his strength against a public evil."

Rev. Dr. E. B. Olmstead.

Rev. Dr. Olmstead, of Asbury Methodist Episcopal church said: "I am not in sympathy with the views expressed by Mr. Jerome. If no stronger arguments can be presented than those he has given us I think it will be a long time before the Christian people of this state will be converted to the theory that it will be an advisable thing to legalize the opening of the saloons in New York city or any other place during any part of the Lord's day. Mr. Jerome seems to think that about 140,000 voters in New York city, whom he says see no harm in the violation of the law, are worthy of more consideration than a vastly larger number of law-abiding citizens who believe in temperance and Sunday observance.

"Conceding that the saloon-keepers of New York as a class are persistent lawbreakers, Justice Jerome pleads with us to make them and their business respectable. He warns us against the time when the liquor men will begin to organize for the uplifting of their families. For one, I hope that time will soon come. I think the best thing they can do to uplift their families is to go out of a disreputable business, or at least to cease breaking the laws which the people have written in the statute books of the state. Certainly they will not uplift their families by continuing to open their saloons on the Sabbath day or on any part of it. I think the people want to see enforced such laws as they now have. They expect their officials to use every effort to accomplish this and I think public men will find honor and fame in that direction."

Rev. Dr. G. B. F. Hallock.

Rev. Dr. Hallock, assistant pastor of Brick church—"I'm in favor of local option by wards. I am not in favor of opening the saloons on Sunday or of putting them on any legal standing whatever on Sunday. It would be very exceptional to put the saloons on a par with the churches and other religious institutions on the Lord's day."

Rev Murray Bartlett.

Rev. Murray Bartlett, rector of St. Paul's Episcopal church—"I believe that the saloons in New York city should be closed all day Sunday if it is a possible thing, but my experience in the metropolis makes me feel that there is much to be said of Justice Jerome's attitude, and it deserves the sympathetic and careful consideration of the legislature. I have great respect, too, for the opinions of Bishop Potter and Dr. Rainsford, with both of whom I am personally acquainted and whose views, I am sure, are founded on a great deal of personal experience."

Rev. Dr. George H. Dryer.

Rev. Dr. Dryer, of West Avenue Methodist Episcopal church said: "I should think it no more easy to keep saloon doors shut part of a day than to keep them shut for the whole day. Justice Jerome's proposition strikes me as being wholly impracticable."

Rev. Dr. C. E. Hamilton.

Rev. Dr. C. E. Hamilton, First Methodist Episcopal church—"I am thoroughly opposed to Justice Jerome's proposition and surprised that the only argument advanced in its favor is the fear of defeat at the next election. It would seem as though an administration just coming into power, with a full term before it for the right to vindicate itself, ought not at the very beginning to advocate a position which it confesses is undesirable. During the hours it is proposed to open the saloons, most of the Sunday schools of New York city are held and thousands of children are upon the streets. I believe, of course, that the proposition is contrary to the fundamental law of God. It may be politica to defy that law but the wisdom of that course does not derive much support from history and does not seem to find a very hearty response from most of our conscientious citizens."

Bishop McQuaid.

Bishop McQuaid did not care to be quoted in the matter. He did not hear Justice Jerome's speech and does not attach much importance to the proposition to subsidize. The Bishop apparently [illegible] Justice Jerome's [illegible]

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and political advancement.

Rev. Thomas A. Hendricks, LL. D., is in Albany attending a meeting of the Board of Regents.

Rev. Thomas F. Hickey, rector of the Cathedral also did not desire to be quoted. He told his friends, however, that he is in favor of closing the saloons on Sundays, as other places of business are closed.

Legislators Non-Committal.

Monroe county's delegation to the state legislature is inclined to be non-committal in the matter.

Senator-elect Merton E. Lewis declined to be quoted at all.

Senator William W. Armstrong said: "I must decline to be quoted in advance of the presentation of the proposition to the legislature."

Assemblyman Richard Gardiner said: "I have heard more convincing arguments without being convinced."

Assemblymen Salyerds, Smith and Davis declined to be quoted.

The Rochesterian.

There is much discussion over the speech of William Travers Jerome at the Chamber of Commerce dinner, and the policy of opening the saloons in New York city on Sunday from 1 o'clock in the afternoon until 11 o'clock at night; and as one has to give an opinion and the reasons for it in private conversation, he might as well write out what he thinks.

It is best to put aside at the outset all false pretense. The plea of Mr. Jerome that the opening of the saloons on Sunday is a great moral movement, tending to elevate the character of the people and make more honorable the calling of retail liquor-selling, is not worth considering. It is due to the human impulse to shrink away from the real motives of our actions, and persuade ourselves and others that we are prompted by higher and holier designs than mere self interest. The plain fact is that the manufacturers and sellers of liquors are business men; and they are at work to make money. The more liquor they sell, the more money they make; if the saloons of New York be open on Sunday, the men in the liquor business there will sell about a third more liquor in the week than they do now, and so increase their earnings largely. This is not meant as a censorious judgment at all but as a statement of fact; and it deals with a broad class interest not with individuals. There are men in the liquor trade who would not push their traffic beyond the point of legality or morality, into an influence for evil, on any consideration of gain.

The politicians who advocate this course in New York city urge it also as a matter of reform; but as politicians the main consideration with them is the means of getting into power and keeping there. They desire nothing but good to the community, and they may think themselves qualified to furnish the best government; but as politicians the essential thing to them is to carry elections. In the metropolis, the problem presents itself to all republicans and to many ambitious democrats in a concrete form. To help ourselves or our party, or our faction, they urge, it is necessary to beat Tammany Hall; and to that end we must make an alliance with the liquor interests; and to win over the liquor dealers it is essential to promise them open saloons on Sunday. Tammany might be glad to abolish the excise law but cannot do it; and the best that the organization can do for the saloon keepers is to let them sell quietly on Sunday, which favor is apt to involve a levy of blackmail, but we do promise a change in the law, legalizing Sunday traffic and increasing the liquor business enormously. Mr. Strong was elected mayor of New York by a coalition formed in this way, and Mr. Low has been elected by another such coalition. Mayor Strong appointed a police board, however, with Mr. Roosevelt as president, and he enforced the excise law firmly; and Tammany came into power at the next municipal election, but in due time the man who stood by the law became governor and then President of the United States. Judge Jerome, in his speech, made it very plain that in his opinion Tammany will win again if the more recent pledge to secure an open Sunday is not carried out. Now in a matter of this kind, the law should be shaped for the good of the community; not to influence the political game in favor of any man, any faction, or even any party. One of the greatest benefits arising from the Raines law was the elimination of the liquor business from municipal politics. Nearly all the corruption in our city government comes directly or indirectly from the influence of great business interests, seeking advantages in municipal administration; and in every city in the state the liquor business, which the community assumed to regulate, was active in the task of regulating the community. As a result, no candidate for office, in Rochester, and it was the same elsewhere, could be put in the field by any great party without the approval of the leading brewers and liquor dealers. It was given very unobtentatiously to some men, but the man who could not get it was not considered to [illegible]

to that branch of business, but because public affairs should not be managed to suit any private occupation, and because it would be far better to put other great corporate interests out of politics than bring back the particular business interest already cut.

Of course to many people the opening of saloons on Sunday is a religious issue, as they think that means a violation of the command to keep holy the Sabbath day. This religious sentiment is sincere, strong, and worthy of respect, but it must be conceded that there are multitudes of our people who do not have it; and even among Christians in this country there is a difference of opinion as to what is essential to the holy observance of Sunday, many of them holding to the customs of Continental Europe in regard to the matter. Therefore one can not settle the policy of open saloons by an appeal to purely religious authority. It may bind you, but it can not bind your neighbor. Nevertheless the state has set apart Sunday as a day of rest, in consideration for the convenience of us all, and in respect for the belief of the people who keep that day; and below the municipal law lies the deeper foundation of natural law. The day of rest is a necessity, and, apart from religious sanction, a source of great good, since it is well for us to pause at times in the rush of labor, amusement, enterprise, and think not for the hour, but for the year, the lifetime, or may hap eternity. And if we concede that it is necessary for each of us, or best for each of us to rest one day in seven, then it follows, that so far as possible we must rest together on the same day; and so the Sunday becomes, even in a civil sense, and as an economic institution, a time when no work, not of necessity, should be done. The law does not create the day of rest: it merely recognizes and regulates it. And why, in legislation, should the state favor saloons or give privileges to the liquor business which are denied to other branches of business in Sunday legislation? And why should saloon keepers want to pursue their traffic on Sunday when other business men are glad to cease theirs?

Now there is nothing wrong in pure, honest liquor, and nothing wrong in making and selling it; but it is one of those things liable to misuse by men, and therefore in a measure dangerous. Among savage peoples, unaccustomed to restrain their appetites, it is often a source of utter destruction, and civilized men of a certain temperament who taste it lose control of themselves, and rush into every excess. The longing for it leads thousands into misery, and the indulgence in it is a source of pauperism, vice, and crime. People should know better, of course, but we have to take facts as we find them not theories; and conceding every possible benefit claimed for the temperate use of liquor, we have to concede also the evil coming from the misuse of it, so great as to make it an element of individual and social danger. For this reason the state, commonly, assumes the control of the liquor traffic, forbids it in some cases, and licenses it and regulates it in others. It is among the conditions imposed by this state that licensed saloons shall be closed on Sunday. Is there good ground for such a regulation? Let us see. On Sunday nearly all business ceases; the shops are closed; the manufactories stop work; theaters are no longer open; people do not give parties; or play games; men are idle, and, unless devoted to their families or forward in church work, they are apt to be abroad seeking amusement and open to temptation. Moreover those who are wage-earners are likely to have a week's wages in their pockets. If the saloons be wide open and everything else but the churches closed, the simple result will be that multitudes of these men will drift into the former, drink more liquor than is good for them, and spend the money necessary for their own comfort and prosperity, or, in many cases, for the purchase of food for their families. It is idle to speculate on this matter. Here is the plain condition that confronts us. The state which assumes the right to regulate the liquor traffic on the ground that there is an element of social danger in it, is asked to relax control at the very moment when every circumstance calls for redoubled vigilance. In the days when Sunday traffic was common saloonkeepers used to say that they made more money on that day than during the rest of the week; and that meant that hosts of people were spending sums that they could not afford to spend. Now the state has no right to create special opportunities for any business. And if the saloons are to be open on Sunday, then, in the name of common sense, let us secularize the day altogether, and give everything else a fair chance. Let us not devote the season of rest to churches and saloons alone, but give everybody an opportunity to work, trade, or go to places of amusement. In that case the liquor dealers would probably care less about the privilege as their profits on Sunday would be no more than on Tuesday or Wednesday.

J. O'C.

Justice Jerome's Speech.

The speech of Justice William Travers Jerome, District Attorney elect of the city of New York, delivered at the Rochester Chamber of Commerce banquet last Tuesday evening and printed in extenso in the columns of The Herald yesterday, merits careful and deliberate consideration. Whatever the political, religious or ethical bias of the reader, he will be forced to the conclusion that the speaker was influenced by no considerations of political expediency, that he was absolutely sincere and that he spoke from conviction born of long and intimate association with and knowledge of the conditions he discussed. In conversation with a Herald reporter prior to the delivery of the address on "The Municipal Problem in New York as Affected by the Liquor Tax Law," Justice Jerome said: "I do not speak on a subject unless my heart is in it." His speech at the banquet bore eloquent and forceful testimony to the truth of that statement.

Whether or not, in his advocacy of the opening of saloons on Sunday for a portion of the day in the city of New York, Justice Jerome has hit upon the best possible expedient to remedy the worst of the evils for which the notorious Raines law is directly responsible—the plan will number among its opponents many able and conscientious men—in his plea for an enforcible law he at least touched upon one point on which all fair-minded persons ought to find it easy to agree with him. That was his demand for a law that will permit the saloonkeeper to be respectable, that will enable him to retain his self respect, that will not compel his degradation by providing a loophole for the evasion of the law and practically forcing him to take advantage of it.

This aspect of the question, the speaker said, appealed to him more strongly than any other. "The only civilized country on the face of God's footstool that has succeeded by its wisdom in degrading the retail liquor business has been the United States of America. In Germany, Austria, France, all continental Europe and in England the man engaged in the business is not of necessity looked upon as disreputable. His children in the public schools do not have to suffer because of the industry with which their father is connected."

The point is perfectly clear. The state ought not to legalize a business in such a way as to make it disreputable and to degrade the men who are engaged in it. That is precisely what the infamous Raines law does. It legalizes the saloon business six days in the week; and it legalizes it on the seventh, provided the man engaged in it will conform to certain farcical requirements that enable him to [illegible] law to [illegible] keen within the letter and so escape the [illegible]

JEROME LASHES CLUBS OF RICH.

Declares They Violate the Excise Law and Intimates That He Will Help to Prosecute Them and Forfeit Their Licenses.

SPEECH TO ROCHESTER CHAMBER OF COMMERCE

Threatens Republicans with Home Rule Issue if They Inject Partisanship Into Excise Question—Says Liquor Men's Association Has Agreed to Enforce Restricted Sunday Opening Law—Hits Senator Raines.

(Special to The World.)

ROCHESTER, N. Y., Dec. 17.—Justice Jerome went even further than anybody expected he would in his speech before the Rochester Chamber of Commerce to-night on the excise question.

He threatened that if the Republican majority in the Legislature should make a party issue of the question the Democratic party in the next State campaign would adopt as its platform the larger question whether or not the "Hay Seeds" are to rule the city of New York for partisan advantage.

This was the closing shot of a speech which was characterized throughout by great boldness. The address made a profound impression on an audience of four hundred representative men of Western and Central New York.

This was not the only surprise of the evening. Justice K. Jerome for the first time disclosed some of the results of the work which he has been doing since election.

He declared he had obtained the pledge of the Liquor Dealers' Association to support the rigid enforcement of a law which would provide for the closing of saloons between the hours of 1 and 10 or 11 P. M. on Sunday.

That association, he said, had pledged itself to expel and aid in the prosecution of any member who should open his saloon during any other hours than those prescribed.

One of the most startling passages in his speech suggested the **prosecution of all the wealthy clubs of New York for violation of the Excise law.**

He declared that the law was constantly violated in every club because card-playing for money was carried on. This is prohibited by the Raines law in all places where liquor is sold.

Will Hold Clubs to Account.

He declared that after the first of January he would offer his services to the State Liquor Tax Commissioner to aid in the revocation of the license of every club in New York.

In the same connection he pointed out the inequality of the Raines law in permitting the sale of liquor on Sunday in rich men's clubs, while prohibiting it in the poor man's club, the saloon.

He declared that the man who "sneaked" this provision into the law, would not dare to arise and defend it. At the same time he looked hard at Senator John Raines, of Canandaigua, the author of the law, who sat in the thirteenth seat from him.

The Senator's face flushed. In fact, his countenance was a study in red and white throughout the speech. The blood rushed to his cheeks again when Justice Jerome denounced the evils of the Raines law hotels.

Many of the Justice's remarks were apparently direct shots at Senator Raines. At 7 o'clock this evening, a short time before the dinner, Senator Raines called on Justice Jerome at the Powers Hotel. Nobody else was present during the interview, which lasted about fifteen minutes, and neither man would tell what had been said, but it was learned that the discussion waxed warm at times.

How He Impressed Raines.

They parted on apparently friendly terms and Senator Raines said afterward:

"Justice Jerome is evidently very much in earnest. He has undertaken a hard task, but if he can convince us that he is right, we shall all be with him."

Everybody who listened to Justice Jerome's speech admits that it created the main issue which will be considered at Albany this winter. Ex-Congressman Henry C. Brewster, one of the leading Republicans of this city, said to the Justice when they parted for the night:

"I don't often spit my ticket, but I shall have to whenever my vote affects you. You have accomplished great results by your visit here. I believe public sentiment will be with you when the subject is fairly considered."

In one respect Justice Jerome was disappointed by his reception here. He expected that there would be among his auditors a large number of Republican members of the Legislature. Forty invitations had been sent to Senators and Assemblymen, but only nine were present. Besides Senator Raines, there [illegible] Armstrong, and Assemblymen Davis, Smith, Salyerd and Gardiner, together with Assemblyman Treat, of Cayuga, and Grimm, of Wayne.

It suggested that there was no great desire on the part of the rural legislators to be instructed as to the needs of the City of New York. Among those invited who did not attend were: Speaker Nixon and Leader Olds, of the Assembly, together with Senators White, Green, Stranahan and others.

Mr. Jerome's Address.

Mr. Jerome said:

"There is one thing that must strike everybody that pays any attention to public affairs and that is the enormous growth of the municipalities in a great number of our States, their great growth at the expense of the rural districts, and while they have grown their needs have also grown and they have looked to the Legislature for help.

"Their vital needs have often been almost unknown to those who, in good faith have imposed upon them unjust and unwise laws not because they were unjust and unwise in seeking a remedy for the evils they sought to remedy, but because the evils that followed in their train were greater than those very evils they sought to remedy.

"Now the growth of the municipalities has made municipal law of the greatest importance. When you realize that in New York are gathered together almost one-half of the population of the State; that the boroughs of the Bronx and Manhattan have increased at the rate of 50,000 a year, you can get some faint realization of the problem and understand that it will be only a few short years before the majority of the population of this State will be gathered in that great city—a city that is the second German city in the world, a city that has more Jews than Jerusalem, the greatest Irish city on the globe, the greatest Italian, Polish, Hungarian and Slavonic in the world.

The City's Problems.

Now the solution of the ordinary problems of the life of such a city is not easy. The problem of the disposal of sewerage, of the cleanliness of the streets, of the water supply, are not easy, but these bring in no questions of warfare with the moral life of the people.

"But there are other problems deeper than those; there are some that you cannot solve unless you approach them honestly and, if not solved, no administration can exist, no administration can remain in power long enough to solve them, and we will be remitted to the reign of Tammany Hall, which will not solve any problem that is possible of solution at all.

"Now one of these problems which confront us now is not a theory, it is a deadly condition. It dominates all other problems, embarrasses all purity of politics in the city of New York. I have come to you to ask your help in dealing with the liquor problem in New York city.

"But I am told that what we need is a more drastic enforcement of the law.

"Except John Raines, gentlemen. If there is a man who lives in the State of New York that is more hated and despised than I am by the liquor dealers, I will give $1,000 to any charity you may indicate."

"A few years ago Theodore Roosevelt was President of the Police Board. John W. Goff was presiding in one part of the General Sessions at that time, and I had the honor to preside in the Court of Special Sessions. There was no place for the liquor-dealers to go for relief. The whole power of the county was exercised to enforce the law.

Why He Was Disliked.

"I myself sent a widow, who had a family to support, to the penitentiary for three months because she sold a glass of beer on Sunday. I do not think it can be said that was dealing with the question very tenderly. There was no loophole. Apparently so far as the law could prevent it.

"What was the result, gentlemen? Prior to the Strong administration the liquor dealer for selling on Sunday was assessed $5 a month. During the last year of Mr. Van Wyck's administration the blackmail was $5 a month.

During Mr. Roosevelt's administration of the public affairs there were no fewer saloons open on Sunday, but the tariff was raised to $10 a month. The result of the whole business was that the blackmail on the liquor dealer was increased $5 a month.

We have as the chief development of that law the Raines law hotel. There are 2,167 of them. Now, we are not seeking to have any change in this law that will in any way affect the revenues coming from it. I suppose our effort has been looked at as an attempt at the hayseed's existence. We do not want your money.

"What we want is this: Take from us that which is demoralizing us, take from us that which is debauching our public service and give us a law that we can enforce, a law that will not keep in politics an industry that has no more business there than the dry-goods business.

"We seek but one thing. Take all the revenue that may come from this law and pay your counties' debts with it if you please. Take all your taxes off your cows and hay racks and sheep yards and put them on the municipalities. We will pay the whole thing if you want us to, but do not demand, do not make evil of everything that we have; do not throw us back into the grasp of Tammany Hall.

"We want you to change this law so that from 1 o'clock until 11 o'clock P. M. on Sundays liquor may be sold in other places than the 2,167 Raines law hotels.

"We want a chance to save people from intemperance, as we save them from other sins, by making sweeter lives for them. We have been trying to do the impossible with the criminal law. Won't you please help us? If not, in what was offered in the past, and the fault will not be with us, but with you

"RAINES AND I MOST HATED." --JEROME.

"Except the Author of the Present Liquor Law, There Is No Man in New York More Cordially Disliked Than I Am."

SPEAKS IN ROCHESTER ON LIQUOR PROBLEM.

Rochester, Dec. 17.—At the annual banquet at the Chamber of Commerce held in Minor Hall to-night was gathered a brilliant assemblage of the business and political life of this locality.

Edgar Raines, brother of Senator John Raines, author of the Raines law, was toastmaster. Among the guests prominent in political life was John Raines, who occupied a seat near Justice Jerome, and Morris Tekulsky, president of the Retail Liquor Dealers' Association of New York City, was also present.

Alexander B. Lamberton, president of the Chamber, made some introductory remarks, and the principal speaker of the evening, Judge Jerome, of New York City, was then introduced. His subject was "The Municipal Problem in New York as Affected by the Liquor Tax Law." He said:

"Mr. President and Toastmaster (falsely so called, because I feel it should be Mr. Toastmaster)—I am here because my heart is in a certain question, and I am in honor bound to discharge my obligation.

"We have got to have help outside of the city of New York.

"There is one thing which must strike everybody that pays any attention to public affairs, and that is the enormous vote of the municipalities and their growth at the expense of local districts, their growth at the expense of the hayseed.

"This growth of municipalities has made a municipal problem of the highest importance. In the city of New York to-day there has gathered almost half the population of the State of New York.

"Both Machines "Rotten."

"Politics in this part of the country are pure, but in our city both machines are so fundamentally rotten that there is nothing to choose between them.

"Highly important as they are, these problems have never been studied.

"Unless you approach them honestly you can never solve them. In the city of New York, because no administration can remain long enough in office and grapple with them, but will be at the tender mercy of Tammany Hall, and they will solve no problem which is possible to be solved at all.

"One of these problems which confront us now is vital, and it is for this one I have come here to cry for help.

"That is, the dealing with the liquor problem in the city of New York. We have 13,000 saloons in the city of New York, and we have at least to-day 1,000 saloons open every Sunday despite the austerity of the law which the Hayseeds have breached on them. So that you have in the city of New York at least 140,000 voters who every Sunday in the year go into a saloon and take one or more drinks.

"They cannot be made to believe that the offense is a moral one or one involving moral servitude. They cannot be made to feel that it is a crime to go by the side door and open another man to commit a crime by selling them, and lower the self-respect of every man that sells them.

"If you endeavor to enforce that law the adulteration that endeavors to enforce it goes out at the end of its terms.

"But I am told that those who make no honest effort to enforce the law meet with no drastic punishment. Except John Raines, there is no man that lives in the State of New York who is more cordially hated than I am.

"The views that I advocate here to-night has been driven upon me by honest conviction. For six years and a half I have set in the court in New York, upon which the burden of enforcing this law is cast. There are men who control the local machine of New York and upon them rested the so-called enforcement of the Raines law. Theodore Roosevelt was the President of the police force. John Goff presided at the only court of sessions in which the question was touched.

New York Sun
10 Dec 86.

JEROME ATTACKS RAINES LAW

TELLS ROCHESTER HAYSEEDS HAVE RULED THE CITY.

To John Raines (Present): "No Man More Hated Than You, Except Myself"—Law-Bred Blackmail and Fly-Blown Sandwiches—Give Us Enforceable Law

ROCHESTER, N. Y., Dec. 17.—William Travers Jerome, District-Attorney-elect of New York city, spoke at the banquet of the Rochester Chamber of Commerce to-night, his subject being "The Municipal Problem in New York as Affected by the Liquor Tax Law."

Many politicians of State renown, including the Hon. John Raines, heard the speech. George Raines, his brother, acted as toastmaster. Judge Jerome said:

"I am not here to try and fill your minds with empty representations and unsafe theories. I am here because my heart is in a certain question, and because I feel it vital to the people who have treated me well, to whom I am in honor bound to discharge my obligation. We have got to have help and we have got to have help outside of the city of New York.

"There is one thing which must strike everybody that pays any attention to public affairs, and that is the enormous vote of

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the municipalities in this country for some years, and their growth at the expense of local districts, their growth at the expense of the harassed, if you please, and while they have grown their interests have by no means ruled.

"In our city both machines are so fundamentally rotten and there is nothing to chose between them. Highly important as they are, many municipal problems have never been studied. Unless you approach them honestly you can never solve them in the city of New York because no administration can remain long enough in office to grapple with them. It will shortly be at the tender mercy of Tammany Hall and they will solve no problem honestly which is possible to be solved otherwise."

Judge Jerome then took up the Raines law problem. He said:

"We have 13,000 saloons in the city of New York and we have at least to-day 1,000 saloons open every Sunday despite the austerity of the law which the hayseeds have put on them. So that you have in the city of New York at least 140,000 voters who every Sunday in the year go into a saloon and take one or more drinks. They cannot be made to believe that the offence is a moral one or one involving moral turpitude. They cannot be made to feel that it is a crime to go by the side door and solicit another man to commit a crime by selling to them.

"If you endeavor to enforce that law the administration that endeavors to enforce it goes out at the end of its term. But I am told that those who make no honest effort to enforce the law meet with no drastic punishment. Except John Raines, there is no man that lives in the State of New York who is more cordially hated than I am. I myself sent a widow woman who had a family to support to the penitentiary for three months because she sold a glass of beer on Sunday. I don't think that question occupied over ten minutes, and there was no help for it, apparently, so far as the law courts could provide.

Judge Jerome said that he was not seeking to have any change made in this law in regard to revenue funds. He looked for a law that would not debauch the party service; one that would not give from $100,000 to $170,000 a year blackmail to the Police Department.

The Raines law had the fairest possible test when there were three men in control of the legal machinery of New York, Theodore Roosevelt, Recorder Goff and himself, who believed as sincerely in the law as did John Raines himself.

"The result of this fair test of the laws," said he, "was to raise the amount of blackmail from the $5 a month levied on the saloonkeeper during former administrations to $10 during ours. That test produced the world-famous fly-blown sandwich that does duty all day long, and the India rubber sandwich attached to the wall that is displayed when a drink is ordered, and allowed to snap back into the wall when the drink is finished. We look for a law that we can enforce, for a law that will not dangle blackmail of thousands of dollars before the Police Department, a department made up of men who were individually physically and morally above the average when they were appointed on the force, but who have deteriorated under the influence of a system than which nothing could be better adapted to debauch men."

Here followed a dramatic appeal in behalf of the people of the metropolis, in the course of which Justice Jerome said:

"We seek at least those who think as I do on one single proposition, even if the law directs all the revenue from this year to pay debts upcountry. If you please, tax hay and sheep, cows or cow barns; we will pay all, if it is necessary. Do not debauch us. Do not make every effort that we use for better influence futile. Do not throw us back into the arms of Tammany Hall, where women's shame is rung up on registers and trafficked in with brass checks. We ask you to take from us the conditions that are debauching our public life.

"Take the saloon business out of politics, where it has no more business than the grocery or the dry goods business. Tax us all you want, but do not give us this law that lowers us with shame. Change this law and legitimatize Sunday sales of drinks in public places and the 2,167 Raines law hotels of the metropolis.

"We want a chance to deal with this moral question by moral means; we want a chance to save people from intemperance. We would save them from any other sin, by sweeter lives, by religion, by better influences, and not by trying to do the impossible with the criminal law. The fault lies with the people outside of the city of New York who are unable to account themselves to our conditions. The question is not one that, whether or not, such a law will have evils attending it; I know of no law that does not have incidental evils attending it.

"God knows with the experience I have had, if I could close the saloons for all time, I would vote on that proposition. As Dr. Parkhurst says: 'A bill for Sunday opening during limited hours in the city of New York is not a bill for Sunday opening; it is a bill for Sunday closing.'

"In a country where all men are born free and equal, do we think it comports with respect and to the law that a poor man can walk down Fifth avenue and pass the University Club, the Manhattan Club, Union League Club and others, and can see them drinking and enjoying themselves while the poor go thirsty?"

Judge Jerome said a change in the law would not make every liquor dealer respectable, but would give him a chance to be respectable if he desired to be. His remarks in closing were greeted with wild applause, in which the many Assemblymen, invited from various parts of western New York, joined.

The Rev. S. Banks, pastor of the Third Presbyterian Church, Rochester, was one of the speakers to follow Judge Jerome. He said Justice Jerome had evidently signed a compact with the liquor dealers and he thought it merited condemnation, "even if made by a second Roosevelt."

JEROME AND HIS PROBLEM.

The address of William Travers Jerome, district attorney-elect of New York city, at the Rochester Chamber of Commerce banquet Tuesday evening was one of the principal features, though by no means the only interesting feature, of that occasion.

Justice Jerome came to this city with a message. He came with the laurels of a great victory on his brow and with a strong, burning desire in his breast. He came from the heart of a great conflict between the forces of righteousness on the one hand and [illegible] on the other. [illegible] declared, "the State could not [illegible] and administrative honesty, some of the most prominent clergymen in this city favor Sunday opening under careful restriction, and they know a thousand times more about the requirements of practical Christianity here than the Rochester pastor, who is so quick to charge that Mr. Jerome has made a compact with the liquor dealers.

Mr. Jerome is trying to accomplish a great good. Whether the opening he desires would succeed in accomplishing it, and whether, even if it would, his method is the wise one, is a matter for consideration. Many who fully appreciate the difficulties and dangers of rigorous and inquisitorial enforcement of the liquor law on Sunday in a community where thousands of people are accustomed to drink beer with their dinner as the average American drinks water feel that a general Sunday opening would involve most serious evils, owing to our climate, temperament and social customs. They think that, instead of having families enjoying themselves harmlessly in beer gardens after the German fashion, we should have men leaving their wives and children for overindulgence in the saloons. District Attorney Philbin and ex-Mayor Schieren, a German and a liberal share these views, and they are not less experienced in human nature and the problems of government than Mr. Jerome. They do not deny that some way should be found to supply the legitimate Sunday demand for liquor without permitting the liberty to be either an excuse for official blackmail or an opportunity for a riotous day. Mr. Jerome's plea in the name of religion, morality and liberty for the adoption of his plan to cure the real evils which he feelingly describes does not meet these objections. Thousands will agree to all he says about the bad conditions which have existed under the present law, some of which are apparently inherent in it, who are not convinced of the wisdom of his particular plan and will not be by being lectured.

Moreover, there is need of enlightenment as to just what Mr. Jerome's plan is. Does it involve submission of the Sunday opening question to local option, or the opening of saloons by act of the Legislature out of hand, either for a section of the state or the whole of it? If the former, the possibility of securing a vote for more liberal excise restrictions is to be considered. Possibly even in this borough the majority might be adverse, and as a consequence the reform administration would have a worse problem to face than now. If this danger is to be discounted by an appeal to the Legislature to settle the matter itself, the question of home rule is injected into the discussion. It is, therefore, necessary for Mr. Jerome, before he can expect general support of his propositions, to get them carefully defined so that people may know just what they involve. This matter is far too difficult to be decided by appeals to sentiment, no matter how high, without considering most minutely practical results.

JEROME DENOUNCES RAINES' LIQUOR LAW

District Attorney Elect Talks Plainly on the Excise Question to "Up-State" Legislators at Chamber of Commerce Dinner in Rochester.

SAYS HE WILL FAITHFULLY EXECUTE THE LAW

Announces That He Will Close Every Saloon and Club in New York City, if Called Upon, but Seeks to Control the Evil.

ROCHESTER, N. Y., Tuesday.—Senator John Raines sat before four hundred of his fellow citizens from this part of the State to-night and listened to a scathing arraignment by Judge William Travers Jerome of the liquor law popularly known by his name.

Judge Jerome had come here to be the principal speaker at the annual dinner of the Chamber of Commerce, and to declare himself on the question of the liquor laws, and how to amend them, so that the people, not only of New York city, but of the whole State, should benefit. As Judge Jerome spoke Senator Raines was seated thirteen chairs away, and next to the Judge sat the Senator's brother, George, who was toastmaster, but whose introduction of Judge Jerome was such that the Judge referred to him as the "toastmaster."

Not as many "up State" politicians as had been expected appeared at the dinner. It was a function which they seemed desirous of avoiding, possibly because of the announcement that Judge Jerome would have a few plain truths to tell about the Excise law as he found it, and what he would do, as the next District Attorney of New York county, to better it.

He did not mince matters in the least, and the fact that he seldom was interrupted by applause was significant of the deep attention of his auditors.

HE WILL ENFORCE THE LAW.

"If fifteen minutes after I am sworn in as District Attorney of New York county," he declared, "the State excise authorities should request me to do so, I would close every social club in New York city that is violating the Raines law. They can command me and the powers of my office. I'll give them the chance to observe the law if they want to do it."

There was a shout of applause, and a smile flitted over the face of Senator Raines, who had seen Judge Jerome in his room before the speech, and he afterward said that if the Judge could carry through his project no one in the republican party would put a stone in his path.

There were many men prominent in the liquor business among the Judge's audience. None was more interested than Morris Tekulsky, formerly president of the New York City Retail Liquor Dealers' Association, who had come all the way from New York to hear him.

"I am told I am butting my head against a stone wall," said the Judge. "I am told that no legislative body in New York State will pass such a law as I advocate."

This was the opening of all saloons from one o'clock until eleven o'clock at night on Sunday, and he had declared that this opening really would result in the closing of the saloons.

He told his hearers that the people of New York city looked to them for help, and expected to get it. He also said that, personally, he would close all the saloons for all time if he could, but inasmuch as he could not, he was ready to do all in his power to help remedy an evil.

Judge Jerome responded to the toast, "The Municipal Problem in New York City, as Affected by the Liquor Tax Law."

JUDGE JEROME'S SPEECH.

"I am here because my heart is in a certain question. I am here because I feel so vitally for the people who have asked and directed my work, to whom I am in honor bound to discharge my obligations.

"We want help from the 57 of New York [illegible] There is one thing that [illegible]

LAW FAVORS THE WEALTHY.

"If you go up Fifth avenue you will pass the Union League Club, the University Club, the Union Club (a little off the avenue), and you can see rich men sitting there drinking, by reason of the beautiful provision in the Raines law, that certain corporations that existed prior to a certain March day of a certain year could do things a poor man could not.

"Who put that there? Who had the face and power to put that there? Who can stand up before the people and say he drew such a distinction in favor of the rich and against the poor? I can go to the fashionable hotels in New York every Sunday in the year and see the law violated among the higher classes.

In his speeches in the last campaign the Judge outlined the idea that although New York city might ask for what it wanted the Legislature of the State of New York was made up largely of members who came from above the Bronx. For this reason, in making his plan of campaign he decided that in order to win it was necessary for him to get the support of the up State members of the Legislature.

FEW LEGISLATORS PRESENT.

To them chiefly he addressed himself to-night. As a matter of record there were few members of the Legislature present. The Chamber of Commerce had a larger assortment of letters of regret than any dinner committee ever had a chance to put on file.

Most of the Senators and Assemblymen who live in this part of the State had no hesitation in making a courteous reply to the invitation and saying a previous engagement prevented its acceptance.

The list of names of those whose replies are now on file includes every member of the Legislature elected in the last year between Buffalo and Syracuse, with the exception of Senators John Raines, Morton E. Lewis, William W. Armstrong, and Assemblymen E. S. Treat, of Cayuga; F. W. Griffith, of Wayne, and Isaac W. Sayers, George R. Smith, Martin Davis and Richard Gardner, of Monroe.

After the dinner Judge Jerome took the train which leaves here for New York at 12:56 A. M. to keep an engagement to deliver an address embodying his ideas on Sunday opening, before the Brewers' Exchange, in East Fifteenth street, at two o'clock to-morrow.

In the course of Judge Jerome's speech it was made evident that he believes that he has the pledge of the liquor dealers of New York city that if his amendment to the Raines law is passed by the Legislature this winter, they will conform to the requirements of the law as it stands on the statute books.

In plain words, the liquor dealers, as represented by the president of their local and State organizations, have told Judge Jerome that if he succeeds in passing the law which will allow saloons to be open after church hours on Sunday, they will keep their front and side doors and all other doors closed absolutely during all the prohibited hours.

Although Judge Jerome did not say it in so many words, it was allowed to be inferred that the movement for the opening of saloons on Sunday will be fought out purely on political lines if it is made a political issue.

EDITORIAL SYMPOSIUM.

Mr. Jerome's Appeal.

New York Tribune.

The Rochester clergyman who, at the conclusion of Mr. Jerome's speech on Sunday opening in that city, declared that Justice Jerome had evidently signed a compact with the liquor dealers which merited condemnation, "even if made by a second Roosevelt," entirely missed the point of the question at issue. Such criticism as he and men of his type make of Mr. Jerome's unquestionably high minded attempts to solve the liquor problem in the interest of good morals and good government merely gives the average person an impression of narrowness and bigotry which hurts the temperance cause. The wisdom of the change in the law which Mr. Jerome advocates is open to serious question, but there is not the slightest doubt that a great number of serious, temperate, Christian men and women in this city believes that the law as it stands puts a premium on misconduct, and that [illegible] would

Mr. Jerome and the Excise Law.

New York Press.

The announcement in Rochester by Justice Jerome, District Attorney elect, that he is to be the champion of the Sunday opening cause forbodes some excitement in New York city after January 1 and some spark-flying friction in the Legislature at its next session and the session of the following year. Mr. Jerome's policy, we infer, will be no rigid an enforcement of the present liquor law that if the Legislature does not pass some amendatory excise legislation at this session the excise question and the Sunday opening question will be made the issue of the next state election.

We take it that it will be Mr. Jerome's idea to make the present law so odious that there will be a popular uprising against it in this city; and to make the law odious equally to all "classes" he will begin its enforcement, first of all, with the clubs and the hotels, accompanied by a closing of all other places where liquor is now sold on Sunday in violation or evasion of the law.

We have an idea that probably a majority of the voters of this city would not object to a more liberal Sunday law if its results should not infringe upon the rights or offend the moral sense of too many citizens who do not themselves desire open drinking places on Sunday, but who are yet willing that others should have them, if the change could be accomplished without the aforesaid disadvantages. We have an idea also that a majority of the voters of the whole state do not view with complacency the suggestion that saloons shall be open, legally, on Sunday anywhere. Still another idea which we have is that if Sunday opening were made a partisan question the "up-state" voters would pitch in and fight it. Mr. Jerome's plan, as we see it, would tend to make a partisan issue of the question. And one more idea which we entertain on the subject is that if it were made a partisan issue, and if the "up-state" voters "pitch into" it, Mr. Jerome's policy would suffer defeat.

If we comprehend Mr. Jerome's intentions aright, there will be a great deal of Sunday excitement in New York city a few weeks from now; there will be a "frumpus" in the Legislature; there will be some highly flavored newspaper sensations, and there will be no Sunday opening law!

Mr. Jerome and the Sunday Question.

New York World.

The speech of Mr. Jerome at Rochester was, like all his public utterances, fearless, forceful and very earnest. He told the up-state people some truths which they need to learn, but which nobody who knows the sentiment that controls the Legislature believes will result in its acquiescence in a Sunday-opening saloon law for this city.

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THEY DENOUNCE JEROME'S PLAN

FIVE SPEAKERS HEARD AT FITZHUGH HALL.

PROTEST MEETING HELD

LARGE ASSEMBLAGE LISTENS TO VIGOROUS ADDRESSES.

SANCTITY OF SABBATH

All Agree That no Law Tending to Mer it Should be Enacted—Methodist, Baptist and Presbyterian Preachers Speak — Resolution Condemning Proposed Action Adopted.

A very large audience assembled at Fitzhugh hall yesterday on the occasion of the mass meeting under the auspices of the Prohibition Union of Christian Men to protest against the sentiments expressed by District Attorney-elect Jerome, of New York, at the Chamber of Commerce dinner, on the question of the enforcement of the Sunday closing provision of the Raines liquor law.

The sentiment of the speakers and their hearers was given tangible form by the adoption of the following resolution:

Whereas, It has pleased God, our Heavenly Father, to set apart one day of the week as a day of rest from gainful operations, as a day of worship and holiness unto the Lord; and

Whereas, God, since the morning of creation, has commanded His people to "Remember the Sabbath day to keep it holy;" and

Whereas, We believe that the Christian Sabbath, which has become the American rest day, is a gracious gift from God to all the people; and

Whereas, We believe that continued divine favor, respect for all law, the priceless heritage of liberty bought with the blood of our fathers, and the republic itself, are put in jeopardy by the surrendering of that day to the most gainful, harmful and indefensible occupation in the land; therefore

Resolved, That the Christian people here assembled do solemnly protest against the proposition to legalize the opening of the saloons upon any portion of that day which is God's holy day and the American day of rest, and we ask the representatives of this county, in the event of such a bill appearing at the coming session of the legislature of this state, to work and vote for its defeat. We congratulate the citizens of Rochester upon the fact that the mayor-elect of this city has solemnly pledged himself to enforce the Sunday law as it stands; and we pledge him our undivided support in that endeavor.

After an overture by DuRobert's orchestra, C. N. Howard, the presiding officer, introduced Rev. C. A. Barbour, D. D., who read a portion of the eighth chapter of Deuteronomy. Rev. Charles Elbert Hamilton, D. D., led in prayer.

Jerome on Law Enforcement.

Rev. S. Banks Nelson, D. D., pastor of St. Peter's Church, was the first speaker. Dr. Nelson was one of the speakers at the Chamber of Commerce dinner, and on that occasion he placed himself on record as opposing the plan advanced by Justice Jerome for the treatment of the Sunday liquor selling business in New York. Dr. Nelson said:

"Justice Jerome had the pleasure of addressing a Rochester audience last Tuesday evening. Since that speech he has become the spokesman of the Millionaire Brewers' Association of New York. Here he said that the Sunday clause of the liquor law could not be enforced in New York city. He took a sleeper and went to New York, and the next day he told a meeting of the brewers that he could, as district attorney, enforce the law, and that if the brewers spent a single dollar to procure the repeal of the law, he would enforce it and make New York a very dry place. He had forgotten what he said the night before.

"Does Justice Jerome think that we 'upstate hayseeds' can be so easily deceived? Jerome has now made a compact with the liquor dealers. Had he made the statements which he now makes, before election, he would not have been elected. Jerome favors a Sunday opening law which was not before the electorate of the city of New York at the last election. He is trying to qualify the promises he made before the election. Mr. Jerome says that New York wants a different law from other cities. He says: 'The people of my city would not vote for my Sunday opening scheme because it would not be put before them in the proper light.' To meet the views of about 120,000 people of New York who want liquor sold on Sunday, he would open the saloons for certain hours on that day.

"Justice Jerome is very careful not to touch the question of local option. He knows that the people of New York would vote against the open saloon on Sunday if they had the chance."

Dr. Nelson was scathing in his denunciation, what he called Jerome's wavering course with reference to the Sunday closing clause of the Raines liquor law.

"The curse of Reuben is upon him," said Dr. Nelson. "Unstable as water he shall not excel."

Dr. Barbour Defines His Position.

The second speaker was Dr. Barbour, who said in part:

"Justice Jerome has come, and has seen, but can hardly be said to have conquered. He was received with the respect and honor due to whatever of good he has accomplished in the metropolis. His speech, to be frank, was unworthy of the reputation of the man. It was a woeful man pleading a bad cause.

"Before he came it was claimed, by some who thought they knew, that he was going to recommend local option for all the cities of the state by means, first, as to whether or not the voters should vote at all at which to put

[illegible] license was voted, there shall be any open hours on the first day of the week.

"Later it was said, by those who also claimed to know, that there was no proposition for local option, whether by the municipality as a whole or by any of its subdivisions, except the city of New York, but that the proposition was to submit to the people of New York city whether or not they should have the open saloon within certain hours on Sunday.

"If any such proposition as this was in the mind of Justice Jerome it was not expressed. The Sunday laws, therefore, are ours by his Rochester speech was that the legislature, the same 'hayseed' legislature, to the non-metropolitan members of which he did not fall, somewhat contemptuously, to refer, shall, without the submission of the question to the people of New York city, impose upon the metropolis a Sunday-opening provision.

"If that be his proposition, I am against it first, last and all the time. I am against it on religious grounds. I am against it as upon those grounds. I am against it as a citizen on civil grounds, as subversive of the highest civic rights of the people of New York city and as worse than the American rest day, which is an essential and integral part of our national life.

"But I do not think that we need to take Justice Jerome's proposition seriously. Doubtless he accomplished that which he expected to accomplish, namely, the pleasing of those voters of many put but the fire on him. To whom he made his appeal during the recent campaign. Beyond this I do not believe that he hoped to go. If he did hope to accomplish more than this, I greatly misjudge the spirit of the legislature, his hopes will be badly frosted.

"It would be easy to severely characterize the speech if it were a man of less worth who spoke. If a dyed-in-the-wool and unscrupulous politician had made the speech, it would have been condemned entirely. Sitting for him. As it was Justice Jerome, who certainly merits honorable recognition by right-minded citizens, I would simply say that I am sorry, and I hope sincerely that he will be sorry that the speech was made.

"With one part of it I am in thorough accord, namely, that rich and poor should be put upon the same footing in the matter of the liquor-tax law, but the remedy for any inequality which now exists does not lie in the path which Jerome proposed; it lies along the line of the restriction of the unwarranted privileges which are now enjoyed by the so-called upper classes. If he proposes to proceed along the lines of such restriction as he indicated he was willing to follow as district attorney in New York city, strength to his arm and edge to his ax !"

Local Option Not Wanted.

Dr. Barbour was followed by Rev. George H. Dryer, pastor of the West Avenue Methodist Church. Among other things, Mr. Dryer said:

"I have nothing to say about Justice Jerome, Mr. Low or Dr. Potter. I respect them, but I disagree with them. But no man's position shall impose a bad law on me or on those whom I can influence, if I can help it.

"In matters of conscience we do not submit to local option. Matters which concern public welfare are not submitted to local option. When the whole is affected the rights of the whole must prevail. It is so with the business of liquor selling. It is not on the same basis as other forms of business. The settled policy of the people looks towards restriction. So we say that the policy of the state and nation cannot be submitted to local option."

Mr. Dryer spoke of his residence of three years abroad, and said:

"The European workingmen want our Sabbath, not the Continental Sabbath. They want Sunday rest. They haven't it and they want it. We have got it and, with God's help, we mean to keep it. The workingman needs his Sunday, and only his enemy would try to take it from him. There should be an amendment to the Raines law. The Raines law hotel is a curse.

"Will you make your voice known in this matter? Then thank Mr. Jerome for giving you the opportunity."

Sunday a National Institution.

The next speaker was Rev. Dr. Donald D. MacLaurin, pastor of the Second Baptist Church. In the course of his address Dr. MacLaurin said:

I am unalterably opposed to the proposition made by Mr. Jerome in Rochester, and reiterated before the Breweries' Association in New York city on the day following. I am unalterably opposed to it because it is an invasion upon the right of the vast majority of people who constitute the backbone of this country, and because it is a violation of one of the most sacred and helpful institutions of this great country.

The American Sunday is neither a myth nor a misnomer. It is as historical as any event or institution there is in the life and annals of this nation. You may call it what you please—Sunday, the Lord's day, the Christian Sabbath—and maintain or oppose it, as men do; its place and power as an American institution can neither be ignored nor destroyed. It is an integral part of our national history, character and life, and no argument can change that fact.

Now, fundamental to a pure Christianity is the observance of the Lord's Day. It is impossible to maintain our Christian institutions and allow this day to be destroyed. Decisions of the supreme courts of New York and Pennsylvania, I understand, declare unmistakably to be a part of the common law of these commonwealths. And, if I am not mistaken, the decision of the supreme court of the United States in the World's Fair opening case is to the same effect, namely, that this is a Christian nation.

We know that the constitution of the United States recognizes Sunday, by excepting it from the working days of the president for signing congressional bills. Contracts made on Sunday are illegal. These and other facts prove that Sunday is a fully recognized factor in our American governmental, society and life. And many of us are persuaded that it is necessary to the maintenance of our distinctive civil and religious liberties, and that the day of its desecration is a moral and spiritual force would be the doom day of the institutions so precious to us, and to the national character with which it is synonymic. A land without a Sunday is a land without practical religion and good morals.

And, besides all this, the use of Sunday as a day of rest from toil is of unspeakable value to all working men. Every man needs a day of rest. Every animal needs a day of rest. Nothing has been demonstrated more perfectly than the one assertion that is the otherwise reasonable to the [illegible]

[illegible] necessary burdens upon this [illegible] Christian Sunday [illegible] Sabbath of the Jews [illegible] more closely crepes.

"Second, we should distinguish clearly between the Christian Sunday and the civil Sabbath. We have both these institutions in our land, but it should be remembered that under our national constitution and that what I have read of the movements of working men through out the country that they differ since is or can be recognized and enforced by legal enactment. That they fail upon the same day may confuse the distinction in some minds, but in the eye of the law this coincidence is merely a matter of public convenience and expediency. Our Sunday laws, therefore, are not religious, but essentially secular in character. They seek both to secure periodic rest by cessation from labor and to guard its leisure so secured against scandalous perversion, but they do it not in the name of religion, but in the name of physical need and social welfare.

"This is the standard then—and not our common or individual religious preposessions—by which civil enactments new or old respecting Sunday in connection are to be tested. We must remember also that methods and regulations that do and do well for a limited and homogeneous community may not or less than fail if applied to a vast and varied population, for instance like the metropolis of New York. Social problems, in a word, simply by alteration in volume and extent change and change essentially the nature of the remedies and restrictions that are applicable. An 'upstate' man may put out the fire on his parlor floor with the aid of the hearth rug, but he could hardly apply with success the same method of extinction to a conflagration raging over a hundred squares of New York or Chicago.

"New York city has a great and trying problem on its hands. The results of present legislation and regulation are unspeakably bad. Something must be done. What move will be wise and be warranted by the conditions only those who know the conditions thoroughly and are surrounded by them are competent to judge. Distinctively religious, interests we may safely assume, will not be lost sight of in any measures advocated by such men as Bishop Potter and Charles Parkhurst."

RAINES ANSWERS JUSTICE JEROME

THE ROCHESTER SPEECH PICKED TO PIECES.

THE SUNDAY SALOON

STRONGLY OPPOSED BY AUTHOR OF THE EXCISE LAW.

JEROME'S ARGUMENTS

Sunday Opening as a Remedy for Existing Evils Scoffed at by the Senator—He Tells Who Want the Change —Alleged "Degradation" of Retail Liquor Dealers—Motive Discovered.

Canandaigua, N. Y., Dec. 22.—The Democrat and Chronicle correspondent handed to Senator Raines a copy of Judge Jerome's speech at Rochester, which the senator said he had listened to with some pleasure and much astonishment, and had read carefully. In response to a request for an interview, he consented to review the speech, which he did as follows:

"Mr. Jerome says that 'until certain problems are solved in the city of New York, no honest administration can remain long enough in office to grapple with them, and they are and always will be permitted to the tender mercies of Tammany Hall, which will solve no problem honestly that it is possible to solve at all.' It would seem then to be the duty as well as the policy of the incoming reform administration to solve these problems during its present lease of office. That this will be done is without doubt what the people who elected these officials expect, as they were chosen as a protest against the methods of Tammany Hall. It is therefore to be presumed, if these questions are rightly solved, an 'honest administration' will be able to remain in office in the city of New York, where I believe to-day, as always, the better and not the worse elements are in the majority.

"Mr. Jerome details the several problems to be solved, but finally sums them all up in one, as follows: 'One of these problems that confronts us now is no theory, but a daily brutal condition, embracing all other problems, embracing the province of purity of municipal politics, and affairs in the city of New York, one that is real, and one for the solution of which I have come here to put up a cry for help. It is this very one, this dealing with the liquor problem of New York.' So far I agree with Mr. Jerome, though it does seem startling that the few brewers (about 200 all told) and the few thousand people holding liquor-tax certificates, entitling them so-and-again to drank on the premises, should have produced such a state of affairs in New York City as Mr. Jerome sets it. In search of the writers of the first five or six centuries shows not a single case where the fourth commandment is quoted as the reason for enforcing the Lord's day. There is not the slightest evidence that its origin was due to command.

"It was not an enactment but grew up—no one knows precisely how or when—as the outcome and expression of the new life and new spirit. 'I have to answer,' says Origen, 'that to the perfect Christian who is in the authority for keeping

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...on its merits or treat it on any basis ... Court think a second time before they ... evidence that question at a time when ... there is an election coming on in the year ... 1902; let them think a second time before ... they desire to lock horns with a party almost defunct, but which it is possible to revivify and revivify if you give it an issue as broad and as deep as that, and one based on sound political philosophy and moral precedent.' The issue remember is this Sunday opening of saloons. What party now 'almost defunct' is to champion it, and so be 'rejuvenated and revivified,' and above all we would like to know whom Mr. Jerome has in his mind for its leader? Who is hidden in the thicket for a burnt offering? Sunday opening a political question? Anything may be a political question which touches the welfare of the citizen, if there are enough in opposition to that welfare to demand organized effort against them. If there is any desire on Mr. Jerome's part to revivify that 'almost defunct party' by putting Sunday opening in its platform, he will find its opponents already in the field, under the declaration for the 'maintenance of the Sunday laws in the interest of labor and humanity' waiting the conflict, not doubting the result.

"Why should not New York city under its reform administration have a demonstration of the results to be secured through the enforcement of laws as they are, before we make changes? A few Churchills and Goddards may work great changes there, with the assistance of a district attorney of Mr. Jerome's ability, so great that we may have no fear of a new 'Tammany graft' which might be involved in the revivification of that 'almost defunct party,' with which Mr. Jerome threatens us."

Judge William Travers Jerome's recent speech in this city before the Chamber of Commerce, in which he presented his views on the Sunday opening question, has attracted wide attention. The New York Evening Post says: "Jerome's proposition that the Legislature pass an act opening all the saloons in New York city Sunday afternoon and evening without consulting the voters of the city has met the reception which was anticipated by those who know the strength of the home-rule sentiment in this state. Not a single newspaper either in this city or in any other part of the commonwealth, endorses the idea that so radical a step should be taken by the lawmakers at Albany without a reference to the people, and in this attitude the press undoubtedly reflects public opinion. It is obvious that the only policy which can possibly secure favorable consideration by the Legislature is that of local option, in the shape of a bill giving the voters of New York city a chance to show at the polls whether they want open saloons on Sunday or not. The movement for this secures considerable support from people who oppose such opening, because it is now the general belief—shared by the shrewdest politicians in both parties—that such a referendum would show a large majority against Sunday saloons. For this very reason, however, those who favor Sunday opening are against applying the local-option idea—especially the liquor-dealers, who fear that, if the people should once vote against opening saloons on Sunday, there might be a movement for a similar vote by wards or election districts upon the question of having saloons open on week-days, which would result in making some sections of the city 'dry' all the time." The view that those favoring Sunday opening are afraid to put the question to the test of a popular vote will surprise many. But in any case, it is the only fair way of treating the matter. It is something the people of New York should decide for themselves, and the Legislature should act in accordance with their decision.

RAINES TO SPEAK HERE IN REPLY TO JEROME

Senator Has Agreed to Speak at Railroad Men's Dinner.

EXCISE LAW QUESTION

There Will be Much Interest in Canandaigua Man's Appearance in Rochester One Month From To-day—Rev. Murray Bartlett Also to Speak

Hon. John Raines is to reply to District Attorney-elect Jerome at the dinner of the Railroad Men's Sound Money Association. Justice Jerome stirred up the father of the Raines law when he spoke at the Chamber of Commerce dinner last week. Mr. Jerome said that the saloon ought to be open from 1 o'clock to 11 o'clock Sundays in New York and made assertions against the Raines law that have called forth considerable criticism since the utterances were made. Senator Raines has accepted an invitation to speak at the railroad men's dinner and reply to Justice Jerome.

The dinner will be held Friday night, January 24th, in the dining hall of the Powers hotel. There will be other speakers, but interest will center on the reply of Senator Raines. It is known that he is 'looking for a law that won't debauch our public service; that won't dangle $600,000 to $750,000 a year blackmail before our police department.' What an indictment 'one of the liquor dealers who 'dangle' the blackmail before the eyes of the police!" The logic of that argument by Mr. Jerome is that because law-breakers do not like the law, and because police officers are corrupt, therefore the law should be changed to suit their convenience and pleasure, and if it is not, then these men, for whom that extraordinary concession is asked, will proceed to bribe and debauch the public service. In short, it is a hold-up by criminals in the interest of crime. The public opinion of this state is not likely to succumb to such intimidation.

RAINES ON THE RAINES LAW.

The answer of Senator John Raines, the father of the celebrated Raines excise law of this state, to Justice Jerome, published in the columns of this paper yesterday, is exhaustive and conclusive.

Senator Raines takes up every phase of Justice Jerome's plea at the banquet in this city and subjects it to the test of logic, common sense and the obligations as well as interests of citizenship, with the result that the weaknesses and sophistries of Mr. Jerome's position are thoroughly exposed. The senator touches a vital and important feature of the controversy when he calls attention to the fact that the reform of abuses, the enforcement of law and the abolition of evils were what the people who elected the incoming administration in New York expected and intended when they voted for Messrs. Low, Jerome and their associates on the Fusion ticket. When those officials enter upon the duties of their offices the answer to the well known question, "What are we here for?" will be found in the enforcement of such laws as they find on the statute books of the state.

Justice Jerome himself admits that the open saloon on Sunday is an evil. He declares that personally he would be glad to see it closed "for all time." One would say, therefore, that the situation, for a man holding that position who has demonstrated his courage and thoroughness in smashing notorious evils in his capacity as a jurist, is complete. The incoming mayor is a champion of law and order. He has the appointment of the heads of departments, and the police will be subject to his authority. Mr. Jerome is the district attorney-elect, and it will be for him to see to it that law-breakers are prosecuted and punished. It is a great opportunity, and a sincere, fearless, honest public official should rather rejoice over it than try to shirk the obligations it imposes.

Senator Raines's answer to Mr. Jerome's remarkable plea in behalf of the respectability of saloonkeepers shows that plea up in its true light. He asks what there is in the present law, as it stands, to lower the respectability of the saloonkeeper? He shows that under the old law, always circumvented, the saloonkeeper had to get the certificates of twenty citizens as to his moral character. That was a sham, as we know, but it was also a brand on every man who went into the liquor business. Under the new law it is required of him that he shall satisfy the authorities that he is not a criminal, means to conduct his business in conformity with the law, and to pay his tax. There is nothing humiliating or degrading about that. Mr. Jerome worked on the sympathies of his hearers by portraying the saloonkeeper in tears because his family is socially ostracized in many cases. What has that to do with it? The law has not ostracized him or his family, and whatever the law

...man who drew up the Raines law.

Senator Raines was present at the Chamber of Commerce dinner and sat but a short distance from Justice Jerome. He was an interested and attentive auditor. His brother, Hon. George Raines, was toastmaster. Mr. Jerome says that the people up state do not understand the conditions in New York city. The Raines law cannot be enforced there, said he, and rather than have a law that cannot be enforced, it would be better to moderate the law, especially as present conditions tend to demoralize the police force. Senator Raines is of a contrary belief and will make his views clear at the railroad men's meeting banquet.

Another speaker who will be heard with interest is Rev. Murray Bartlett, rector of St. Paul's Episcopal Church. Mr. Bartlett has not announced his subject. As he was for some time in charge of a mission on the Front, as the Bowery is called, and was worked under Bishop Potter in the red light district, it is not unlikely that he may touch on the question of excise law enforcement in the slums of New York. He has had experience among the people that Justice Jerome says must have their beer on Sunday.

Mr. Bartlett at one time taught a Sunday-school class on the Bowery. One day one of his little pupils was absent and he asked one of the other boys where Johnny was.

"He's home watchin' the cop," said the boy.

Johnny's father was a saloonkeeper and his boy was set to the task of watching for the officer on the beat while the father ran the place.

William F. Balkam will be toastmaster. Mr. Balkam acted in a like capacity at the McKinley dinner given by the Chamber of Commerce. This was the largest banquet the chamber has held, 600 covers being laid. Mr. Balkam is a ready and witty talker and the railroad men are greatly pleased to have secured him.

The success of the banquets given in the past by the Sound Money Association warrants a good attendance. The committee on speakers is after another man and hopes to announce his name within a few days. This is a time when the railroad men can get together and cultivate better acquaintance and have a good time. The public will also have a chance to hear Senator Raines, as attendance at the dinner is not to be restricted to railroad men. Senator Raines is said to have spoken but once in Rochester, at a Chamber of Commerce banquet several years ago.

Good music will be in attendance.

POSTAL CHANGE SUGGESTED.

Matters of Interest Considered by Chamber of Commerce Trustees.

President Lamberton took occasion yesterday afternoon to make farewell remarks to the members of the board of trustees of the Chamber of Commerce. The new board will take up the affairs of the chamber after the first of the year. President Lamberton thanked the trustees for their help and attendance during the year. The standing committee for the ensuing year were passed upon by the old board of trustees, but they will not be published until President Brewster takes office the first of the year.

A matter of interest to seedsmen and all others who send much circular matter through the mails was brought up. It is in regard to a suggestion to do away with postage stamps from this sort of mail. It is advocated that the same rates be paid as now, but that instead of putting stamps on the bundles the postoffice authorities weigh the mail in the office. Bags of 100 pounds capacity are suggested.

The National Board of Trade will meet in Washington soon and the question will be presented at that time. The wholesale seedsmen have passed resolutions asking the board to take favorable action on this matter. Congressman Hitt, of Illinois, will introduce the bill at this session.

Another phase of postal reform was suggested in the recommendation for a uniform rate between the United States and Germany. The wholesale seedsmen meeting in New York this month suggests this. Favorable action on both suggestions was taken by the board of trustees of the Chamber of Commerce. Letters will be written to the local representative in congress asking him to indorse the suggested third-class mail matter change.

The bill to amend the interstate commerce law was read and referred to the railroad committee.

The proposition to build a railroad to connect with Russia's great Trans-Siberian line was brought up. The idea is to build a Trans-Alaska railroad, connecting the two at Behring strait. The matter was left to the railroad committee.

The secretary was authorized to write a letter of congratulation to Governor Lester M. Shaw, of Iowa, on his being offered the office of secretary of the treasury. Governor Shaw spoke before the Rochester Chamber of Commerce at the Sampson dinner.

The following men and firms were elected to membership: F. H. Hamlin, first vice-president Genesee Trust Company; W. D. Hale, manager E. R. Andrews Printing Company; Hon. James M. E. O'Grady, attorney, Ellwanger & Barry building; Herbert E. Locke, manager Livingston hotel; W. F. Sandway, fire insurance, Wilder building; H. F. Remington, attorney, Powers building; Dr. John M. Lee, No. 170 Lake avenue; H. S. Brewer, real estate, No. 10 Hebert street.

THE CITY'S FUTURE OF ROSEATE HUE

Secretary of the Chamber of Commerce Makes a Statement.

A SUCCESSFUL YEAR

John M. Ives Comments on Rochester's Prosperity In 1901.

"The past year has been marked by a great increase in Rochester's commerce. Industrially, commercially and financially, reports from authentic sources show great gains and very prosperous conditions. The wheels of industry have been whirling at a rate never known before in the history of our city. Orders have been pouring in and are still coming from all parts of the world for the multifarious products of Rochester, and it is necessary in many instances for employes to work overtime in order to fill them.

"The reputation of Rochester as a manufacturing center has extended to all parts of the civilized world, and the diversity of our city's products enter...

...people throughout the land. Indeed, to read ... Rochester's products as published in the book entitled 'Rochester, the Power City,' recently issued by the Chamber of Commerce, fills the mind of the read with admiration at the enterprise exhibited by our people.

"There are disgruntled people in every community and Rochester contains a few whose lack of business mismanagement prevents them from keeping to the front with their neighbors. They claim that villages in the vicinity stand ready to buy stock in their concerns, give them buildings and exempt them from taxation. While the name of 'Rochester' carries enormous weight as a guarantee for manufactured products, the name of some obscure village would simply act as a detriment on productions.

"During the past year railroad companies centering in this city have had their facilities for handling the products of Rochester factories taxed to their capacity and the prosperity has also been felt by the roads in the large amount of passenger business handled. One hundred and seventy thousand tickets were sold to Rochester people who attended the Pan-American Exposition in Buffalo, and notwithstanding the enormous amount of money taken out of Rochester and spent in Buffalo the past season, local tradesmen state that the trading done during the month of December just past, fully equalled past years and in some instances exceeded former holiday takings—another illustration of the financial strength of the people of the Power City.

"A striking evidence of Rochester's prosperity is seen in the number of buildings erected during the past year. Seventeen new industrial structures have been built at a cost of $385,575. Twenty thousand dollars has been expended in additional hospital buildings. One hundred and twenty-eight thousand dollars has been expended in new church edifices.

"No less a sum than $196,500 has been appropriated for the construction of charitable fraternal and financial buildings. The subject of adequate water power for our city has constantly engaged the attention of the Chamber of Commerce, resulting in the acquisition of an additional 10,000 horse power available for manufacturers by the coming spring and 10,000 horse power from the lower falls will be supplied later on, making 20,000 additional horse power to that already available. This certainly is most important news and cannot be adequately announced in cold type or by word of mouth. It is an item that should make glad the heart of every resident of Rochester because it means the doubling of our population and the rendering in condition of honorable comfort, many thousands of our people.

"All things considered, Rochester has reason to rejoice at its present prosperity, and to look forward with enthusiasm to the vast increase in its manufactures and commerce that cannot in the nature of things fail to materialize."—John M. Ives, Secretary of the Chamber of Commerce.

ROCHESTER'S CHAMBER

Chat With One Who Has Watched Its Work.

Interesting Details About the Chamber of Commerce During Past Year—Many Visitors Entertained.

Popularity and Good Work of Its Presidents—President Lamberton Eulogized—His Successor Praised.

Daily Union Dec 31/01

One who has had opportunities of making very close observations of the work done by the Chamber of Commerce during the year 1901 gave to a Union reporter in substance the following information on the subject.

"The Rochester Chamber of Commerce grows in value as a representative body more and more as the years go by. It stands among the first-class institutions of its kind in this country, not only in regard to the personnel of its membership, but also the dignified character of its chambers which includes the most ornate and spacious assembly hall in the state. The group of rooms occupied by the chamber are the admiration of visitors from all parts of the Union and from foreign countries. Not a day passes but strangers make their appearance at the Chamber of Commerce and express surprise that after an elevation of eleven stories they enter such stately halls. Among these visitors are many who are looking the country over, either to find suitable locations for industries or to secure homes in which to pass the remainder of their days on the fruits of past labors and enterprises. It requires no argument to show that even in the apparently trivial matter of entertaining strangers by authorized representatives of the body politic that it is a very important feature of the chamber's work. It may be truly said that of the hundreds of visitors to the chamber not one has been allowed to depart without having been treated with the utmost courtesy and upon occasions with liberal hospitality given in the name of the people of Rochester.

Good impressions of Rochester made upon these visitors help to make her a better market in this section and on

...ment of the Chamber of Commerce never did any other service than this it would pay to keep it going. But this is a mere incident in the work of the institution. Another incident may be mentioned, and I might call it the "question box," which is operated by telephone, correspondence and personal inquiry. The chamber is getting quite a reputation as an 'encyclopedia of useful knowledge. Of course the main questions pertain strictly to business, and these comprise inquiries regarding stocks, values, statistics, historical data, standing of firms and corporations, real estate, names of firms making specialties, etc., exports and imports, custom rates on merchandise, distance to certain localities, how to get there and the cost and many other questions. Then there are the less important calls, some of which are very amusing, relating occasionally to domestic troubles and asking the best way out of them, while others seek advice in matters pertaining to contemplated divorce and courtship entanglements. Secretary Ives is, fortunately, a man of large intellectual resources and if he can't get people out of domestic scrapes he manages not to lure them deeper into trouble by too much advice, but refers them to the proper specialists.

"Here is a real estate register at the chamber which has proved a very valuable adjunct. The property registered is only such as is adapted for manufacturing and commercial purposes. It has been found of the greatest convenience when parties have called to inquire about sites. This feature of the chamber will grow in value as the years go by and in the forthcoming "boom" which everybody seems by instinct to realize is soon to come the real estate register will prove a boon to those who have recorded their property in it.

During the past year the membership has been increased by the admission of gentlemen belonging to the learned professions. When the chamber was first organized it was thought best by the founders to confine the membership strictly to business men. There were, however, many subjects for discussion which came up before the corporation that needed the legal or medical mind in addition to the commercial. It was years before any member had the courage to "confess the fault" and move for the admission of their learned brethren. But at last the motion was put and the way it was carried almost raised the roof. In admitting the learned professions and the citizenship generally the Rochester chamber is only following the rule of many other similar bodies throughout the country.

No question can now be brought before the Rochester chamber for discussion that cannot have the benefit of the very highest legal and medical wisdom, and there can be no doubt the admission of the professions will enormously increase the popularity and usefulness of the chamber.

The corporation has been exceedingly fortunate in its choice of presidents. During the term of President Henry B. Hathaway in 1900 the chamber achieved much that was of immense benefit to Rochester. Perhaps no event in one city's history did so much to bring our people and city to the notice of the entire country as the magnificent ovation and celebration in honor of Gen. Otis. Through Mr. Hathaway's influence the United States government contributed over $100,000 in sending regular troops to make the event more successful. Mr. Hathaway was one of the most popular presidents the chamber ever had and the membership increased considerably during his term.

His successor, Alexander B. Lamberton, the present presiding officer, is also very popular with the people. During his term some new features have been introduced. Upon first assuming office Mr. Lamberton began to think of the people, the teeming thousands who do the work that enriches Rochester and maintains its high commercial standard. Could the chamber do anything to contribute to the enjoyment of these noble workers? Then he conceived the plan of having music in the parks on Saturday and Sunday afternoons, and carried it out in a way that won the chamber the gratitude and thinks of the entire population. Secretary Ives was instructed to move in this matter early in the spring and the first park concert was given June 30th in the presence of an immense concourse of people. These concerts were continued alternately by the Fifty-fourth Regiment Band, Heins's Artillery Band and Dossenbach's Band, each Saturday and Sunday afternoons during the summer months. During the year there have been a number of popular entertainments at the Chamber of Commerce hall consisting of musicales, illustrated lectures, etc., to which members and their families were invited.

During Mr. Lamberton's term Secretary Ives issued a vast amount of literature which has been spread broadcast throughout the country. This printed matter consists of a profusely illustrated folder giving information about Rochester, also a leaflet containing in condensed form the same for enclosing with ordinary correspondence. Forty thousand of the former and many more of the latter have been sent away and will be productive of much benefit to the city. But the crowning work of Secretary Ives during the administration of President Lamberton is the publication of the magnificent illustrated volume entitled "Rochester the Power City." The highest commendation of this work is the unanimous opinion of press critics that it is even more meritorious than the book published by Mr. Ives in 1899, entitled "Illustrated Rochester," which was pronounced to be the most elaborate and instructive book relating to our city that had ever been published. Both books were printed by The Union and Advertiser Company.

Mr. Lamberton will retire from the ...ent of the Chamber of Commerce ...

...with discretion and tact to some very difficult points in a masterly and conservatively wise manner. He has followed a policy that has best served the interests of the people, in doing which he was compelled to antagonize some very powerful influences. He is to be succeeded by one of Rochester's most notable and highly esteemed citizens—the Honorable Henry C. Brewster, ex-member of Congress, president of the Traders National Bank and identified with many important corporations. Mr. Brewster's wide knowledge of men and affairs, his great influence in the commercial and social world, his experience as a national legislator, his genial affability, and culture, all combined, renders it most probable that his administration will be marked by high achievements for the good of the people of Rochester, that under his watchful eye and the continued energy and resourcefulness of Secretary John M. Ives, the chamber will increase its already wide usefulness as Rochester's representative corporate body.

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ROCHESTER'S PROSPERITY IN 1901

MILLIONS SPENT IN LOCAL BUILDING

$320,000 Increase In Value of Structures Erected In First Eleven Months of 1901 Over That of Twelve Months of the Previous Year.

The first eleven months of the year 1901 showed a building boom of great magnitude. The Fire Marshal's office records show that there was, during that time, an increase in the value of buildings erected or in process of erection of $320,000 over last year for 12 months.

The following communication from the Fire Marshal to the Chamber of Commerce gives the details and the classification of the structures. The total value of buildings erected or in process of erection during the first 11 months of 1901 was $2,066,101. Following is Mr. Walter's summary:

Industrial Buildings.

Ocorr-Rugg Company, manufacturing plant, corner Davis and Augusta Streets, 80x200x30 feet; estimated cost, $25,000.

Vogel & Binder, brick factory, 324 St. Paul Street, 40x100 feet, four stories; estimated cost, $15,000.

Rochester Stamping Works, new factory on Anderson Avenue, 97x127 feet, three stories; estimated cost, $10,000.

William H. Bontell, new brick machine shop on Lois Street, 33x104 feet; estimated cost, $8,000.

Haskins & Collyer, brick building on Main Street East, 44x60 feet, three stories high, to be used for store and light manufacturing; estimated cost, $5,000.

Rochester Railway Company, brick building for car shop, 166x192 feet; estimated cost, $30,000.

Citizens Light and Power Company, fireproof building, 52x181 feet, to be used as an electric station; estimated cost, $150,000.

D. Armstrong & Company, addition to shoe factory, 45x64x70 feet; estimated cost, $14,000.

Stecher Lithographing Company, brick factory, 246 North Goodman Street, 150x256x36 feet; estimated cost, $40,000.

Swarzchild & Sulsberger, brick addition, 66x66 feet, on Commercial Street, dress beef house; estimated cost, $5,000.

New York Central & Hudson River Railroad Company, frame building on Atlantic Avenue, 40x184x22 feet, to be used as a car cleaning house; estimated cost, $7,275.

Henry J. Moore, brick building on Stone Street, 64x132x23 feet, for plank block manufacturing; estimated cost, $15,000.

Vacuum Oil Company, brick building, 63x31 feet, to be used as an office and laboratory; estimated cost, $4,000.

J. W. Jenkins Company, brick building on South Goodman Street, 51x155x35 feet, to be used as a shoe factory; estimated cost, $13,000.

C. H. & F. E. Mason, brick building on Exchange Street, 66x86 feet, to be used as a laundry; estimated cost, $9,000.

Bartholomay Brewing Company, brick addition, 50x80 feet, three stories, to be used as an ale brewery; estimated cost, $12,000.

The Rochester News Company, brick building, 44x80 feet, three stories; estimated cost, $20,000.

Total number of industrial buildings, 17; total cost of same, $335,275.

Educational Buildings.

New school building, corner Monroe and Costar Streets, 106x192, two stories; estimated cost, $55,000.

New fireproof High School, on Alexander Street; estimated cost, $187,300.

Number of educational buildings, 2; total cost of same, $242,300.

Hospital Buildings.

Hargous Memorial-Hahnamann Hospital, brick building, 40x70, two stories; estimated cost, $15,000.

Rochester Homeopathic Hospital, an addition, 26x32 feet, situate 236 Alexander Street; estimated cost, $5,000.

Number of hospital buildings, 2; total cost of same, $20,000.

Church Buildings.

First Universalist Society, brick addition to be used as a church and Sunday School; estimated cost, $18,000.

Church of the Blessed Sacrament, brick building, Monroe Avenue, 48x123x46 feet, to be used as a church and school; estimated cost, $20,000.

Number of church buildings, 2; total cost of same, $48,000.

Charitable, Fraternal and Financial Buildings.

German Home for the Aged, brick building, 45x23 feet, three stories, situate on South Avenue, to be used as a home; estimated cost, $11,500.

Church Home, Mt. Hope Avenue brick addition; estimated cost, $10,000.

Masonic Temple Association, brick and steel building, 66x66 feet; estimated cost, $150,000.

Genesee Valley Trust Company, fireproof building, Exchange Street, to be used as a bank and trust company; estimated cost, $25,000.

Number of buildings, 4; total cost of same, $196,500.

Total number of buildings erected in 1901, 11 months, 539; estimated cost of same, $1,766,503.

Number of buildings remodeled, 224; total number erected and remodeled, 813; total cost, erected and remodeled, for 11 months, 1901, $2,066,101, which exceeds any previous full year as will be seen by the following. Total amount of building, 1898, $1,294,066; 1899, $1,467,480; 1900, $1,680,178.

ALL RECORDS WERE BROKEN

TREMENDOUS PASSENGER AND FREIGHT BUSINESS DONE BY ALL RAILROADS.

Nowhere has the general prosperity been felt more keenly than on the railroads. There was an extraordinary heavy passenger business all during the summer, and in fact the passenger traffic, coupled with the enormous freight moving from all sections of the country, has made the year one long to be remembered in railroad circles.

The employes who have by faithful work and attention to duty, assisted in earning dividends for stockholders, have also felt the quickening touch of prosperity and in many instances railroads are already announcing an increase in wages beginning with the new year, the first among the big corporations to announce increased wages for employes being the trunk lines east of Chicago.

In this city there has never before been the enormous freight and passenger business that has been done during the year just closing, and the outlook for the future, so far as railroad men here see it, is a very bright one.

All Records Broken.

"While I am not able to give the figures in detail, I may state that the passenger business during the past year has been the largest in the history of the New York Central Railroad. We are well pleased with the outlook. We have had a splendid year and the outlook for the future is very bright. We carried the largest number of passengers to the Pan-American Exposition, and in general the year has been one of great prosperity for the road."—J. C. Kalbfleisch, District Passenger Agent New York Central.

"We have had a very prosperous year on the Erie and the road has done its share of the business out of this city. We did a big business during the Pan-American Exposition and in general we are very well pleased with the business done during the past year and the outlook for the future."—J. Gilbert, City Passenger Agent Erie Railroad.

Big Year on the Lehigh Valley.

The Lehigh Valley Railroad during the year now closing did a splendid business on the main line, although there was not more than the usual amount of local business done out of here, due to the fact that the road was handicapped by lack of terminal facilities in this city. But on the main line trains were run in sections all during the summer, and in the estimate of the number of passengers carried this applies during the busy American season the road stands third among the lines entering there. The outlook for the future is good.

Freight Situation Good.

In the freight service of the railroads there has never been such a heavy year known in the amount of business done by the various lines. For a time early in the year the railroads were able to handle freight business with little or no trouble, but as the year advanced the business increased to such an extent that roads were compelled to refuse some of the business offered them on account of the shortage of cars which was in reality a famine. The outlook for continued big business was never brighter than at present and the years 1901-2 will long stand as the record breakers in the amount of business done.

What Freight Agents Say.

"We have done a big local business out of here during the past year; larger than the previous year, and the outlook for the future is very bright."—H. P. West, Freight Agent New York Central.

"This year's freight business was a great deal better than last year's and I expect it to continue. I find that manufacturers are experiencing a period of great prosperity and the railroads are benefiting in proportion."—C. B. Jarvis, Lehigh Valley Railroad.

"The year now closing is the best one we have ever had since the road first entered this city. We have done 25 per cent more business than ever before and we are well satisfied with the outlook for the future."—P. W. Powell, Erie Railroad.

"The B. R. & P. has done a big freight business during the year, far larger than in 1900, and the outlook for continued heavy movement of freight during the future is very good."—R. W. Davis, General Freight Agent B., R. & P. R. R.

"The first of the year there will be a new book issued by the road which will contain several hundred changes of ratings of freight points on the road. It would be well for shippers to ask for a copy of the book, which is known as rating book class 22.

"The B., R. & P. has done, during the past year, the largest passenger business in the history of the road, occasioned by the Pan-American Exposition and the general good times."—F. A. Taipey, General Passenger Agent B., R. & P. R. R.

GOOD YEAR IN CAMERA WORLD

ABOUT TWO THOUSAND PERSONS ARE NOW EMPLOYED IN THE KODAK PARK PLANT.

"There has been a remarkable increase in business during the past year. We now employ about 2,000 persons in the local establishment. This is a larger number than we have employed for several years past. The prospect is that we soon will have to increase this number," said George Eastman today. "Photography is not a good barometer. When other businesses thrive the Kodak business generally decreases and it often increases when there is a general business depression. The camera business throughout the United States has been fair during the past year, but here have been better years for it. The business thrives in Germany today.

"It has never been better in that country than at the present time. Now, every reports from that country are not so favorable as far as other businesses are concerned."

Rochester, in common with the other cities of the country, today closes 12 months of unparalleled prosperity in business and financial circles. And when these two departments of life are prosperous it is safe to assume that the workingmen are also enjoying the fruits of their increased labor.

Millions of dollars worth of business have been done in the Flower City, millions of dollars have been paid in wages and the factories and stores have been taxed to their utmost to supply the demands upon them.

In the manufacturing world, local manufacturers have witnessed a remarkable, revival. Clothing manufacturers report a marvelous revival in their industry. The statement of Fire Marshal Walter, printed in another column, shows that over $2,000,000 has been spent during the past year in building operations.

Local breweries complain loudly against the Raines law, but at the same time prove by their books that they have experienced a most profitable year.

BIG YEAR FOR THE BREWERIES

ENFORCEMENT OF RAINES LAW HURT BUSINESS BUT THE OUTPUT WAS LARGE.

Although handicapped to a large extent by the Raines law, which, figuratively speaking, hung like a millstone around their necks, the breweries of Rochester did a business during the past year that can be favorably compared with that of any city of its size in the country.

There has been a slight increase in both the output and the consumption, and but for the fact that the saloons had to be kept closed on Sundays, the year would have been a record breaker for the breweries. The output of the several beer making concerns in this city will amount to somewhat over 650,000 barrels.

In 1900 the beer output for the whole State of New York was 10,000,000 barrels. The output for 1901 shows a decrease of 1,350 barrels. This decrease is attributed to the Sunday closing of the saloons by the enforcement of the Raines law.

The output of the Bartholomay Brewing Company, the largest brewery in this city and one of the largest in the State, was 250,000 barrels for the year. This brewery is one of the most successful and best managed beer making concerns in the country. The company makes none but the best beers and its product finds a ready market in such large cities as New York, Philadelphia and Boston. Like the celebrated brand of beer that "made Milwaukee famous," the beers of all the local breweries have done much to enhance the fame of Rochester in all sections of the country.

The Bartholomay Company employs about 100 men all the year round, and in the busy months of the summer the number is largely increased. During the past year large sums of money have been expended in improving the plant and it is proposed to make at least $50,000 worth of improvements during the coming year. At present some of the finest machinery for the manufacture of beer that can be procured is being put in position at the plant. Twelve of the latest improved racking machines and two Heine boilers of a very large capacity have but lately been added to the company's equipment.

The other breweries of the city, the American Brewing Company, the Miller Brewing Company, the Monroe Brewing Company and the Standard Brewing Company, have all increased their business during the year and are making preparations for an increased output next year. The breweries all contemplate making extensive improvements which will make the employment of much extra help necessary. It is estimated that the output of all the Rochester breweries for 1902 will exceed 500,000 barrels.

The Standard has only recently erected a large brick building to be used as a bottling department.

PROSPERITY IN CLOTHING TRADE

OUTPUT OF LOCAL FACTORIES DURING PAST YEAR GREATER THAN EVER BEFORE.

The year just drawing to a close has been one of unprecedented prosperity to the wholesale manufacturers of clothing.

In this branch of industry Rochester is one of the leading cities of the Union and the value of the finished goods sent out by her clothiers mounts up into the millions. A member of one of the largest firms engaged in this business stated to a Times reporter today:

"The year has been remarkably prosperous for the clothing trade. I believe that I am not exaggerating when I say that wholesale clothing firms in this city have made and delivered to all parts of the United States at least 30 per cent more goods this year than they did last year and I estimate the total value of the output at not less than $16,000,000.

"The increased demand is in all lines but is very marked in the finer and higher priced grades of clothing.

"To be specific, I might state that the demand for Rochester-made overcoats from all over the country was enormous and we have been kept busy night and day trying to fill our orders. We have kept at it right up to Christmas time this year when in other years the demand is over long before.

"One of the reasons for the great demand aside from the general prosperity of the country is the fact that the style of overcoats to be worn this year as the fashion was not determined upon definitely until late in the season. When it was declared that the long overcoat was to be the thing, the orders poured in to the big firms taxing them beyond their capacity and the demand was steady.

"Rochester has at least four leading clothing firms and I am certain that

ACTIVITY IN SHOE BUSINESS

ALL LOCAL FACTORIES ARE RUNNING FULL TIME AND SPRING ORDERS ARE HEAVY.

"The year just closing has been accompanied by a wonderful increase in the shoe business, which is now better than it has been for years past. In our factory we have a larger number of employes than we ever have had before. We now employ about 200 hands and a further increase will probably be made.

"There has been a greater advance in the shoe trade, I believe, than in almost any other industry during the year. Our spring orders are much heavier than ever before and the business for the year shows an advance month by month over that of last year.

"So rapid has been the increase in the volume of our business that we have found it necessary to build a six-story addition to the rear of the large building which the factory occupies.

"I think this prosperity applies in a greater or less degree to every other shoe factory in Rochester."—D. Armstrong.

BIG INVESTMENTS IN MANUFACTURING

Names of New Companies Formed In 1901—Capitalization of the Corporations Amounts to a Fabulous Sum.

Name.	Capital Stock.
Automatic Coin Machine Company	$15,000
Max Brickner & Sons Company	
Bagdad Mining and Melting Company	300,000
Bernard & Simonds Company	
Beadle, & Sherburne Company	
William C. Brown Company	3,000
B. H. Bacon Company	
Bantleon Brothers Company	25,000
Byron Natural Mineral Water Company	20,000
Bakers Exchange Yeast Club	1,000
Burton Brewing Company	20,000
Big Elm Farms Dairy Company	
J. A. Bezy Company	10,000
Central Express Bureau	20,000
Central Printing and Engraving Company	25,000
A. W. Child Company	6,000
Citizens Light & Power Company, stock incorporated	
Curtice Brothers Company	1,500,000
Curtice Brothers Company, merger	
Curtice Canning Company, merger	
The DeLand Company	225,000
The Diamond Nickel Plating Company	3,000
Erie Foundry Company, incorporated	50,000
Electro Surgical Instrument Company	30,000
Erie Dry Goods Company	
Forest Lawn Water Company	
Thomas W. Finucane Company	
A. Faber Company	7,000
Fairport Electric Railroad Company	
Genesee Valley Telephone Company	100,000
Gas Stove Improvement Company	25,000
W. V. Greaser Company	10,000
Gleason & Loomis Cold Storage Company	500,000
Genesee Valley Trust Company	300,000
Grand Avenue Horse Company	5,000
Grand View Beach Club	2,000
Gleason & Loomis Cold Storage Company, incorporated	20,000
German Equity Fire Insurance Company	
Genesee Exchange Company	500
Goddard, Anthony & Company	5,000
Handy Company	50,000
Harding & Sons Company	35,000
Home Realty Company	50,000
Ideal Time and Wage Computer Company	100,000
Interstate Printing Company	10,000
Irondequoit Coal and Supply Company, incorporated	
Jermyn Manufacturing Company	10,000
Jenkinson Apartment House Company	10,000
Johnson Compound and Supply Company	2,000
Jenkins & Macy Company	50,000
Levis & Pifer Company	25,000
Levis Brothers & Broxholm	35,000
Lake Ontario Wine Company	60,000
Monroe Pearl Button Company	25,000
McCurdy & Norwell Company	150,000
Merchants & Mechanics Fire Insurance Company	200,000
Macaulay, Dan Milling Company	50,000
W. L. Mohr	10,000
Monroe Stock Company	1,000
Monroe County Electric Belt Company	250,000
W. C. McDonnell Company	8,000
McMillan Lithographic Company	100,000
Monroe Optical Company, Incorporated	75,000
Niagara Fruit Company	75,000
Nunn Bears Works	4,000
Napier Shoe Company	25,000
Osburn Hose Company	20,000
[illegible]	[illegible]

Peerless Bed Rest Company	50,000
Pilot Ribbon and Carbon Company	10,000
Palmer Grocery Company	100,000
P. P. Paul Company	20,000
Pullman Railroad Supply Company	20,000
Paul, Walters & Company	5,000
Roberson Cutlery Company, Incorporated	
Rochester Batting Mills	15,000
Radiant Incandescent Light Company	10,000
Rand Powder Company	21,000
Rochester Steam Motor Works	100,000
Rochester Fireworks Company, Incorporated	25,000
Ropelt & Sons' Piano Company	12,000
Regas Vehicle Company	25,000
Riverside Rabbitry	1,000
Rochester Infants' Shoe Company	5,000
Rochester Engineering and Supply Company	5,000
E. P. Reed & Company	500,000
Rochester Die Shaper Company	50,000
Rochester-Mexican Plantation Company	60,000
Rochester Bridge & Construction Company	40,000
Rochester & Sodus Bay Railroad, incorporated	1,750,000
Rochester Non-Rust Tinware Company	
Standard Electric Construction Company, incorporated	
A. J. Spies Company	4,000
Sill Stove Works	100,000
Sterns, Oliver & Jenkins Company	10,000
J. B. Snyder Supply & Electric Company	25,000
Summer Land Company	10,000
J. B. Stevens & Son Company	20,000
Stecher Lithographic Company, incorporated	180,000
Smith Railroad Mail Service Company	1,000,000
Snow Wire Works Company	
Traders Oil Company	400,000
Talbots Piano Company	10,000
Todd, Bancroft & Company, incorporated	75,000
Vertical Die Shaper Company	6,000
Vapor Shower Bath Company	15,000
G. D. Van Reypen Company	15,000
Vogel & Binder Company	45,000
Weaver, Palmer & Richmond	75,000
Weiss & Fisher Company	125,000
Warniea Company	50,000
W. A. Wilson Machine Company	60,000
Wheeler-Green Electric Company	4,000

CARRIAGE TRADE MUCH ALIVE

LOCAL MANUFACTORIES HAVE DONE HEAVY BUSINESS DURING THE PAST YEAR.

The general prosperity that has visited all lines of trade during the past year has not forgotten the carriage trade. Since last January the carriage manufacturers of this city have become very aggressive and have advanced their interests to a large extent. Never before in the history of this line of business in Rochester have the manufacturers worked so hard as they have during the past 12 months, and never have they had more gratifying results.

Rufus K. Dryer, Vice President and Treasurer of the James Cunningham, Sons & Company, manufacturers of coaches and hearses, on Canal Street, said yesterday that the year has been a very successful one for his company. Mr. Dryer said that there is a demand for the product of their factory from all parts of the world and that during the year they have shipped coaches and hearses to cities in England, France, Germany, Austria and Australia.

The Cunningham Company employs about 600 men in its Canal Street factory all the year round. The factory is the largest manufactory of heavy vehicles in the world and it is confined to the making of coaches and hearses. No light work is done by the company. The Cunningham people do not claim to make the best vehicles in the world, but claim that their work is of the first class.

The concern has large warehouses and salesrooms in New York, Boston, Chicago and St. Louis. There is but little local demand for their work and almost the whole product of the factory is shipped to the warehouses in the above cities.

The company manufactures about 1,200 vehicles a year, averaging about 100 a month. Twenty men are constantly traveling about the United States and the several European countries in the interests of the company.

MANUFACTURE OF AUTOMOBILES

MARVELOUS GROWTH OF A NEW INDUSTRY IN THE FLOWER CITY.

One of the new industries created within the last two or three years has been the manufacture of automobiles both for pleasure and business.

Local capital became interested in the manufacture of the horseless carriages about two years ago and established the Foster Automobile Company, which is located on State Street.

Ten firms is at present turning out five finished machines a week, each costing at retail $90 apiece. The concern employs 50 men, the majority of them skilled mechanics, although they use a small number of boys as apprentices.

"The prospects for the coming year are very bright," said Manager Densmore this morning, "and we look for a large business during the coming spring. There are very few of the machines used here; I think 25 is the total number used at present in this city. We ship 40 per cent of our finished product abroad, the machines going to England and South America. We also ship some of the machines to the Pacific coast.

"I think there is room for improvement in the automobile and they are liable to get out of order the same as any machinery; but I look for a decided improvement in the future in their construction."

WANTS THE ARMY POST.

Chamber of Commerce to Try to Get It for Rochester.

Rochester is to make an effort to get the regular army post that is to be established in Western New York. Secretary Ives, of the Chamber of Commerce, has written to Congressman Perkins telling him that he hopes the congressman may be able to do something along that line, and asking for advice regarding assistance from the chamber.

The following letter written by the secretary to Congressman Perkins explains itself:

Rochester, N. Y., Dec. 28, 1901.

Hon. J. Breck Perkins, House of Representatives, Washington, D. C.:

Mr. Dear Sir: I am inclosing you a clipping from the Rochester Democrat and Chronicle of Friday, December 27th, which is self-explanatory. I am sending you this in the hope that you may be able to secure the army post spoken of for Rochester. Certainly our location is better than Geneva, and Rochester can offer for the army post not only strategic position, but situations which nature has provided as to drainage, water and healthfulness. Will you kindly advise if we can be of further assistance and how?

Yours very truly, JOHN M. IVES, Secretary.

Secretary Ives says the matter will be taken up immediately by the public improvement committee of the chamber.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

ROCHESTER CHAMBER OF COMMERCE.

THE FIRST REGULAR MEETING OF THE CORPORATION FOR THE YEAR WILL TAKE PLACE IN ASSEMBLY HALL, MONDAY, JANUARY 6, 1902, AT 8 P. M.

Hon. Henry C. Brewster, the New President, will deliver an address, A. B. Lamberton, the retiring President, will follow.

Short addresses are expected from the Chairmen of the New Standing Committees:—Messrs. Babcock, Ford, Graham, Beckley, Brickner, Brown and McClintock.

The New Standing Committees will be announced.

Luncheon will be served by Teall.

John M. Ives
Secretary.

Rochester, N. Y., Jan'y 4, 1902.

Chamber of Commerce Meeting.

The Chamber of Commerce will hold its first meeting of the new year to-night. Addresses will be made by President H. C. Brewster, by A. B. Lamberton, the lately retired president, and by Messrs. Babcock, Ford, Graham, Beckley, Brickner, Brown and McClintock, chairman of the standing committees. The new committees will be announced.

Rochester Chamber of Commerce.

ROCHESTER, N. Y., Jan. 1. 1902.

DEAR SIR:—

I am pleased to advise you that owing to the assistance of yourself and others, who have given their influence and money to advance the best interest of Rochester, the Chamber is in a flourishing condition, and with prospects of doing better and larger work the coming year than ever before. To this end we ask your regular attendance and counsel at the meetings of the Chamber.

In all cities there are carpers. We have them in Rochester who say "What is the good of a Chamber" or "What has the Chamber accomplished?" To all such we submit the accompanying report of the Secretary, touching only on the salient points of what the Chamber has accomplished in a single year. Anyone can find fault but the fault-finders are not the ones who make things come to pass. The Rochester Chamber of Commerce is doing a big work. Its fame is increasing daily. The last dinner given by the Chamber has advertised it in every state in the Union, and by way of parenthesis, let us add no other organization in this country outside of the Chamber of Commerce of New York City gives a dinner comparable with the Annual Dinner of the Rochester Chamber of Commerce. This is but one item of the many which could be mentioned as to the pre-eminence of our local Chamber.

The Officers and Standing Committees for 1902 are men of experience and energy, fully determined to let it be known that Rochester is the one place in which to live and do business. Will you not also become imbued with this spirit of civic pride and assist in making Rochester a model for less ambitious municipalities?

Yours very truly,

John M. Ives
Secretary.

WORK CUT OUT FOR NEW YEAR

Dec 6 Jan 7 02

PRESIDENT BREWSTER TO THE CHAMBER OF COMMERCE.

AFTER THE ARMY POST

AND WATER STORAGE MUST COME SOONER OR LATER.

PUBLIC MARKET WANTED

Commissioner McClintock at Head of Committee on Market and Convention Hall—Several Enthusiastic Addresses Advocating a General Shaking up of the Chamber of Commerce

The Chamber of Commerce began its fifteenth year last night with a meeting during which several of the members called for more united effort on the part of the members in working for the interests of the city. There was not a large attendance, but considerable enthusiasm was infused into the meeting and several excellent addresses, clear but to the point, were made.

President Brewster, just taking office, made appropriate remarks and was followed by others. The standing committees for the new year were announced and are printed herewith:

J. Y. McClintock, commissioner of public works, is made chairman of the convention hall and public market committee, and Colonel James S. Graham is made chairman of the committee on public improvements, which is to have charge of the attempt to get the projected regular army post for Rochester.

After the meeting had been called to order President Brewster addressed the members as follows:

"We are commencing a new year, and I trust with united effort we may be able to assist in the further growth and happiness of our beautiful city. Your secretary at a previous meeting told you what progress has been made during the past year. Now what should and can we do in the year to come? For one thing we can watch public affairs and assist our new city government in its laudable determination to reduce public expenditures and get value received for every dollar of the taxpayers' money.

"We can look over the state of New York at this time and rejoice at its growing efforts to bring about economy and adequate return for money put into public improvements.

"This is a day of great corporations, and such corporations are a public benefit when confined to their proper duties and not permitted to overrun the rights of the people. We have such corporations in our city; let us watch and encourage them to give the public the best service. The best to be had in any city is none too good for us, and we should be willing to pay a reasonable price for such service. The best service cannot be had at a stingy price. But also we must see that they do not attempt to deprive us of our just rights and privileges. They must not destroy our highways nor render them unsafe and if healthy competition is offered which promises to give us better service at reduced rate we must see that our public servants procure for us such advantages.

"The men who first settled in this region wisely chose for the site of this city, not the shores of Lake Ontario, as one would at first think most advantageous, but the region above the upper falls. In other words the water power of the Genesee river made Rochester what it is, and can continue to promote its growth if wisely improved and distributed where it will give the greatest good to the greatest number. Let us then insist that this great privilege shall be used to promote our further growth and population and property, that this city may be in fact what it is sometimes called, the 'Power City of America. If this is ever to be an actual reality, we must secure low rates for the use of such power and more of it.

"This subject of additional water power for Rochester is one that has been prominent in the thoughts and efforts of this chamber from its first start. Do not permit your interests in the subject to die down. The project has taken a somewhat different aspect and for that reason, if for no other, it requires your warmest thought and earnest care.

"One thing that this chamber has done for Rochester is now so much a matter of

...chamber has since much ...ed the habit of getting together ... far ahead of other cities in this respect. I trust that during this year the members of the body will set aside the time for our monthly meetings and be on hand at each and every one, prepared to take an active part in the proceedings. Suggestions from members as to subjects to be considered and discussed will be appreciated by the officers.

"I believe our bountiful supply of Hemlock water—the best in the world—might be utilized to give greater benefit to the business interests of our city. And I suggest this subject for your early attention and investigation.

"A proper building should be provided, either by a private corporation or by the city, for the use of those persons engaged in supplying our people with farm products, that the business may be carried on at all seasons of the year and in all kinds of weather under cover, properly protected from the elements. As it is at present, the wagons obstruct certain streets of our city nearly all night and a part of the day, to the great annoyance of those residing in that vicinity or having occasion to go through those streets during those hours. And it is detrimental to the health and comfort of citizens.

"I believe if an opportunity were given by the city officials a corporation could be organized to provide proper facilities for this business and, as a result, an increased business would be built up, providing better shipping advantages for such products and fruits as could not be consumed at home.

"Rochester, from its location and beautiful situation, is a very desirable place for holding conventions, but no proper building has as yet been provided. The village of Saratoga Springs is far ahead of us in this respect. We have a special committee in charge of this subject, and I trust before the year is out we shall have from it a report promising a remedy in the near future.

"Time does not permit me now to refer to the many things coming before your board of trustees and standing committees, but from long service on those committees I know that this chamber has, and is, contributing in a very large degree to the business prosperity of our members and fellow citizens, and that if each one of you would contribute a small portion of your time and thoughts, you could largely assist in increasing those efforts and benefits."

Ex-President A. B. Lamberton was to have spoken, but Mr. Lamberton fell on an icy sidewalk on East avenue last Saturday afternoon and was not able to be present last night. His injuries consist of a sprained wrist and back.

The chairmen of several of the standing committees made brief remarks. Charles P. Ford spoke first. He said he had listened with pleasure to the remarks of the president, because he had thought for some time that the chamber needed a good stirring up. He said the president had given them a good talk and that it now remained with them as to whether they would support him. They were all very busy men, said Mr. Ford, but had time to attend the meetings. He believed it a good deal of a farce that standing committees should be appointed each year and not hold meetings. Water storage, he said, everyone knew would be a great blessing to the city, and yet all stood by and left it for someone else to accomplish.

Charles J. Brown said that the one thought with him was that made prominent at the previous meeting by Vice-President Daniel B. Murphy and referred to by President Brewster and Mr. Ford, the greater advantages that might accrue to the chamber. "Let us get together and work hand and hand," said he. "If we hold up the hands of the president we can make a record this year."

Mr. McClintock was introduced as a former secretary of the chamber and was warmly welcomed. After greeting the members after an absence of several years he told them what a pleasure it was to be again among them. He said he was glad to be appointed on the committee and glad to have such strong backing. He felt that there was enough variety and ability in the committee to make a distinct advance toward the two projects, the market and the hall. He said: "What Rochester wants she will get." He felt sure that the water storage project would materialize. Said he, "It simply means that we have got to keep at it and seize every opportunity that comes. I believe there is no such thing as failure."

Frank H. Hamlin, vice-president of the Genesee Trust Company and president of the Canandaigua National Bank, a new member of the chamber, spoke briefly. He has just come to Rochester. He spoke of the many advantages of the city, its water power and possibilities along that line, its educational advantages, and said regarding the chamber: "The opportunities of any such organization depend not exclusively on the officers, but more especially on its members."

President Brewster referred briefly to the army post and said that efforts were being made to get it located at Rochester. He believed this an ideal site for such a post. Adjournment was taken to the library, where luncheon was served.

The following are the standing committees announced last night by President Brewster:

President, Henry C. Brewster; first vice-president, Daniel B. Murphy; second vice-president, Thomas B. Dunn; third vice-president, Louis N. Stein; treasurer, Benjamin H. Chase; secretary, John M. Ives.

Executive committee—Henry C. Brewster, Daniel B. Murphy, Thomas B. Dunn, Louis H. Stein, Benjamin H. Chase, Charles H. Babcock, Charles P. Ford, James S. Graham, John N. Beckley, Max Brickner, Charles J. Brown and J. Y. McClintock.

Board of trustees—One year, John F. Aldous, Edward Bausch, John N. Beckley, Max Brickner, Charles J. Brown, Joseph Dorsey, Charles P. Ford, James S. Graham, William A. Hubbard, Jr., J. Y. McClintock, Daniel B. Murphy, Edward W. Peck, Fernando E. Rogers, W. H. H. Rogers, Clinton Rogers, Morley A. Stern, Albrecht Vom Hofe and V. F. White. Two years, Charles F. Bayles, Fred Cleary, Gad E. Brownell, R. B. Chase, O. H. Halloway, Henry J. Moore, L. W. Moore, George J. Oatis, Orie D. Palmer, Edward Priest, E. Ross, R. S. Rumsey, Burton S. Story, W. H. Smith, Lansing G. Weimore and John C. Woodbury.

Railroads and transportation—John N. Beckley, chairman; E. M. Upton, vice-chairman; William C. Barry, E. W. Keck, George A. Bowman, C. S. Kellogg, B. Frank Brewster, E. C. Lapey, Charles R. Bennis, H. B. Graves, S. R. Mott, Jr., A. T. Hagen, E. D. Reed, George W. Ham, Daniel Smith, C. R. Jarvis, Nathan Stein, J. C. Baldwin and George H. Watkins.

Postal facilities, telegraphy and insurance—Max Brickner, chairman; Michael Doyle, vice-chairman; F. J. Amsden, Edwin A. Fisher, E. F. Adler, H. A. Hamilton, R. G. Benner, G. W. Maguire, Horace C. Brewster, James Johnston, Seth J. T. Bush, Joseph Mosher, James D. Casey, L. W. Moore, Milton Clark, W. C. McDonell, A. W. Curtis and R. V. Strasenburg.

Statistics and publications—Charles J. Brown, chairman; William D. Hale, vice-chairman; W. P. Andrus, B. P. Hamlin, George F. Argetsinger, J. P. Henry, Max Binswanger, Lyman Hoirs, Charles Brasw, C. E. Kohlmetz, H. W. Calkins, J. W. Moore, Frederick P. Church, Charles K. Nyerberg, W. H. Cooley, R. Ralph Plass, C. M. Fisk and John A. P. Walter.

Convention hall and public market—J. Y. McClintock, chairman; H. H. Rich, vice-chairman; William Aikenhead, John B. Hamilton, Henry Barnard, David Hoyt, J. H. Boehler, L. A. Jeffries, James Brady, J. Emory Jones, William H. Briggs, William Lilly, H. J. Butterfield, Max Rosenthal, William Carson, Henry S. Mackie, J. E. Cleary, J. J. Manbery, J. G. Davis, B. P. Neun, J. C. J. Dellinger, James Palmer, Jr., R. F. Dunn, Walter A. Pierce, H. R. East, Philip Proper, H. S. Eaton, Henry A. Schaefer, L. J. Ernst, Charles A. Stone, Raleigh Farrar, L. L. Stone, James Fee, George A. Tegg, T. W. Ford, C. W. Trotter, George J. French, B. S. Underhill, M. M. Garson, F. F. Van Hoosen, Charles Goodman, Charles Vogel, Sam Gottry, John A. Porter, C. L. Griffith, M. J. Warner and C. H. Yost.

WANT ARMY POST LOCATED HERE

Chamber of Commerce Endeavoring to Induce Federal Authorities to Build Fort In Rochester When Porter and Niagara Are Abandoned.

WOULD BE OF BENEFIT TO THE FLOWER CITY

Times 7th Jan 1902

(From Yesterday's Last Editions.)

The Rochester Chamber of Commerce has awakened to the fact that the acquisition of an army post to the already multitudinous features of the city, would be of great benefit to the community in various ways, and has decided to put forth every effort to induce the United States authorities to locate the proposed new post in Rochester or in one of its outlying suburbs.

When the government first announced its intention of abandoning Forts Porter and Niagara near Buffalo, and establishing a new regimental post in Western New York, prominent business men in the cities of Buffalo and Geneva immediately set in motion all the machinery of their municipalities in efforts to bring the coveted post to their cities.

Secretary Ives now announces that the Rochester Chamber will do all in its power to bring the post here. A new committee of public improvement will be appointed at tonight's meeting of the Chamber, which will probably hold a meeting later in the week for the purpose of considering ways and means to set the advantages of the city before the eyes of the federal authorities.

Would Benefit the City.

The proposed post, in case it should come to Rochester, would benefit the city in many ways. From 1,500 to 2,000 soldiers would have permanent quarters at the post and the contracts for furnishing the supplies necessary to feed such a large number of men would no doubt be given to some of the business houses of this city. This fact alone is sufficient to induce the business men of Rochester to strive with might and main for the post.

Besides the benefit the city would derive in a business way the acquisition of the army people to the society of Rochester would have a very enlivening effect. The advent of the soldiers and their families, while it could not improve the tone of Rochester's society, would brighten it greatly with the gaities for which the army officers are noted. These polished gentlemen from West Point are not only well versed in the tactics pertaining to war, but are equally proficient in manoeuvers of the ballroom and parlor.

The numerous railroads running into the city could within a short period of time transport thousands of troops in or out of Rochester. This fact would not only be of great advantage to the railroad people, but the army would also derive no small benefit from Rochester's excellent railroad facilities in case of any emergency.

Location on Lake Shore.

"A good site for the post could be found at any of the small places along Lake Ontario, on the beach, within a few moments' ride of the city. By being situated along the lake shore, the soldiers would get the benefit of one of the most salubrious and healthy climates in the country," said Secretary Ives of the Chamber of Commerce.

The matter is being discussed among the business men of the city and some action in the matter may be looked for within a very few days. It is an assured fact that the Chamber of Commerce will make a strenuous effort to bring the post to Rochester. There is no reason why they should not be successful if the manifold advantages of the city are placed before the government in a proper light. The attractions of Buffalo and Geneva are infinitesimal beside those of Rochester.

ARMY POST PLANS.

Dec 6 Jan 7 02

Congressman Perkins Will Try to Secure It for Rochester.

A few days ago Secretary Ives, of the Chamber of Commerce, wrote to Congressman Perkins, asking him to do what he could toward securing for Rochester the new military post and hospital, which the government proposes to establish in Western New York. Congressman Perkins has replied to Mr. Ives, assuring the Chamber of Commerce of his hearty co-operation in the matter, and suggesting that a site be selected so that Rochester may have something definite to offer.

President Brewster referred to the army post in his address before the chamber last Monday night, and the chamber's committee on public improvements, of which Colonel James S. Graham is chairman, was instructed to bend its energies towards bringing the post here.

Public opinion, so far as it has been expressed, favors the lake front as an ideal site for a post and hospital designed to afford rest and recuperation for the soldiers who come home from the Philippines. Colonel Graham said last night that the Greenleaf farm, on the Manitou line, and the site of the White City, at Windsor beach, had been especially spoken of.

Information will soon be sent to Congressman Perkins with respect to what Rochester has to offer in the way of a site and other facilities, and then the matter will probably rest, so far as the chamber is concerned, until it is deemed advisable to send a local committee to Washington.

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COMPETITION IN LIGHTING

Dec to Jan 2.

NEW LOCAL GAS COMPANY INCORPORATED YESTERDAY.

TO CHEAPEN PRODUCT

THAT IS THE AVOWED PURPOSE OF THE NEW CONCERN.

TO ASK FOR FRANCHISE

Illuminating Gas Promised at $1 Per Thousand Feet—Company Authorized to Manufacture Electricity—What Director Horace C. Brewster Says—An interview With Mr. Cook

For several days past there have been rumors of the contemplated organization of a company for the purpose of furnishing gas in this city. Yesterday articles of incorporation were filed in Albany which showed that the rumor was not without foundation. It was learned, upon good authority, that the capitalists who are interested in the new gas company are identical with the real parties in interest behind the Citizens Light and Power Company, and that the consolidation of the two interests, with greatly increased capital stock, is to be the ultimate outcome.

The articles of incorporation follow:

We, the undersigned, all being persons of full age and citizens of the United States, and residents of the state of New York, desiring to become a corporation for the purposes hereinafter specified, pursuant to the provisions of article VI. of chapter 500 of the laws of 1890, being chapter XL. of the general laws of the state of New York, entitled "The Transportation Corporations Law," and of the acts amendatory thereof and supplemental thereto, do hereby certify:

First—The name of the corporation is Municipal Gas and Electric Company of Rochester.

Second—Its objects are manufacturing and supplying gas for lighting the streets and public and private buildings of cities, villages and towns in the state of New York, and for manufacturing and using electricity for producing light, heat and power, and in lighting streets, avenues, public parks and places and public and private buildings of cities, villages and towns within the state of New York, and such other purposes, with such additional powers as corporations incorporated for the foregoing specified purposes are authorized by law to have and exercise.

Third—The amount of its capital stock is two million five hundred thousand dollars ($2,500,000).

Fourth—The term of its existence is fifty (50) years.

Fifth—The number of shares of which the stock shall consist is twenty-five thousand (25,000) shares, of the par value of one hundred dollars ($100) each.

Sixth—The number of directors is three (3).

Seventh. The names and places of residence of the directors for the first year are as follows, viz.:

Anson R. Flower, borough of Manhattan, New York city.

C. K. G. Billings, borough of Manhattan, New York city.

Horace C. Brewster, Rochester, New York.

Eighth. The names of the towns, villages, cities and counties in which the operations of the corporation are to be carried on are as follows:

The county of Monroe;

The city of Rochester;

The towns of Brighton, Chili, Clarkson, Gates, Greece, Hamlin, Henrietta, Irondequoit, Mendon, Ogden, Parma, Penfield, Perinton, Pittsford, Riga, Rush, Sweden, Webster and Wheatland, all in the county of Monroe;

The villages of Brighton, Brockport, Charlotte, Churchville, Fairport, Honeoye Falls, Mendon, North Parma, Pittsford and Spencerport, all in the county of Monroe, and all other towns, cities and villages in said county of Monroe.

Ninth. The principal office of the corporation is to be located in the city of Rochester, in the county of Monroe, state of New York.

Tenth. The corporation is authorized to purchase, acquire, hold and dispose of the stocks, bonds and other evidences of indebtedness of any corporation, domestic or foreign, and issue in exchange therefor its stock, bonds or other obligations.

Directors of the corporation need not be stockholders unless otherwise provided in a by-law adopted by a stockholders' meeting.

In witness whereof, we have signed and acknowledged this certificate in duplicate this 7th day of January, 1902.

ANSON R. FLOWER.
C. K. G. BILLINGS.
HORACE C. BREWSTER.

The directors, Anson R. Flower, head of the Roswell P. Flower Company, of New York City; C. K. G. Billings, of the Chicago Gas & Coal Company, and Horace C. Brewster, of this city, are all well-known men.

It is understood that application is to be made at the next meeting of the common council for a franchise for the new company. It proposed to supply guaranteed twenty-four-candle-power gas at the rate of $1 per thousand cubic feet and electricity for light, heat and power purposes at correspondingly low rates.

Horace C. Brewster, who is named in the articles of incorporation of the new company as the local director, was seen by a Democrat and Chronicle reporter yesterday afternoon. When asked regarding the new enterprize, Mr. Brewster said that the articles of incorporation as published yesterday were correct.

"Will the new company take over the Citizens Light and Power Company?" was the next question asked.

"If that is the intention," said Mr. Brewster, "I do not know it. You know it is possible to increase the number of directors and also increase the capital stock. Only three directors are named in the articles of incorporation of the new company.

"Is it the intention of the new company to place mains and supply the entire city with gas?"

"Yes, that is the plan."

"Has the possible opposition of property owners to tearing up the pavements for gas mains been taken into consideration?"

"Yes, the New York people have planned for all that but that will be all provided and the people will get cheaper gas. I ventured the city on the main [illegible]

[illegible] Dec. 31, 1901.

[illegible] Jan. 1, 1902.

[illegible] Jan. 2, 1902.

[illegible] Jan. 3, 1902.

[illegible] Jan. 4, 1902.

[illegible] Jan. 5, 1902.

[illegible] Jan. 6, 1902.

[illegible] Jan. 7, 1902.

[illegible] Jan. 8, 1902.

ROCHESTER'S FIGHT FOR ARMY POST

Two Sites for Location at Lake Front are Suggested.

This Done at Suggestion of Congressman Perkins So This City Would Have Something to Offer.

Chamber of Commerce Committee on Improvements Has Charge of the Matter.

Rochester is making a strong fight for the establishment of an army post. The matter has been talked of for some time and the chamber of Commerce has taken hold of it and determined efforts are being made by that body to have the government establish a post and hospital here. Secretary Ives wrote to Congressman Perkins a few days ago asking him to do what he could for the project, and a letter has been received from him asking that a site be selected, so that Rochester would have something to offer. In his letter Congressman Perkins gave every assurance that he would do all he could to bring the post here. Towards the end of the meeting of the Chamber of Commerce Monday night President Brewster referred to it. The public improvements committee of the chamber, of which Col. James S. Graham is chairman, is making a fight for the post. Col. Graham has considerable influence at Washington and is backed by the members of his committee. South Buffalo is also making a fight for it, but if she wants it she will have to make a very hard fight. In that city committees have been appointed to have charge of the fight for the establishment of the post there, but nothing will be left undone in Rochester to have a post and hospital established here.

In speaking to the members of the Chamber of Commerce Monday night President Brewster said: "There is a good deal of agitation through Western New York about the establishment of an army post in the war department. Secretary Ives has had some correspondence with Congressman Perkins about the matter, with a view of having Rochester heard in the matter before the selection is made."

President Brewster believes Rochester an ideal place for a post and thinks there is no more suitable place for a hospital for convalescent soldiers from the Philippines than this city. We [illegible] city; it [illegible] over the public improved surface.

Edward A. Stahlbrodt, chairman of the local committee on arrangements for the annual dinner of the Society of the Genesee, to be given February 8th at the Waldorf-Astoria, in New York, in honor of Judge William E. Werner, is receiving applications for seats.

The Rochester committee on arrangements will meet in the Chamber of Commerce rooms at 5 o'clock to-morrow afternoon, to complete plans for the attendance at the dinner of guests from this city.

Among those who have promised to attend the dinner are the following:

Hon. George B. Adams, judge United States district court; H. C. Adler, publisher the "Times," Chattanooga, Tenn.; Perry Belmont, former congressman; W. C. Brant, president New York Press club; Thomas H. Martindale, president Canadian society of New York; Charles J. Brooks, San Francisco "Chronicle;" Bird S. Coler, ex-comptroller; Frank A. Canton, president of Manhattan borough; George H. Daniels, general passenger agent, New York Central; H. C. Duval, New York Central; Ashbel P. Fitch, president Franklin County society; Charles Frohman, Justice Leonard A. Giegerich, Supreme court; George Gould, Randolph Guggenheimer, ex-president of council; Arthur Grooves, city editor New York "Times;" ex-Senator David B. Hill, Chester S. Lord, managing editor New York "Sun;" Jefferson County society; William Leary, secretary New York fire board; Louis Marshall, John Norris, Adolph S. Ochs, publisher New York "Times;" George W. Ochs, publisher Philadelphia "Times;" Robert C. Ogden, vice-president Pennsylvania society; Whitelaw Reid, editor New York "Tribune;" Henry L. Stoddard, editor "Mail and Express;" Valentine P. Snyder, president Western National bank; Thomas F. Shea, manager Empire theater; Louis Stern, president Albany society; John A. Stichter, editor "Frank Leslie's Weekly;" Justice Charles H. Truax, president Canada society; Samuel Untermyer, John W. Vrooman, Holland society; Lieutenant-Governor Timothy L. Woodruff, Henry Woolman, S. S. Terry, George W. Aldridge, Frank A. Acer, Judge J. P. Hinsdale, Hamilton Odell, M. T. Wilbur, James L. Bishop, James B. Dill, Hy. G. Piffard, F. R. Travers, A. F. Travers, J. G. Graves, Leo Stein, H. W. Gluck, Rochester; Dr. S. M. Brickner, Waldo G. Morse, Dr. F. Norris, James D. Cruder, S. Pratt, George L. Fiolin, Charles Allen, James M. Ashman, Groveland, N. Y.; George Eastman, George F. Roth, George L. Fisher, James R. Lothrop, Frank T. Goldsmith, F. W. Ayer, president Mercantile National bank, Philadelphia; Isaac Alvord, Charles V. Morgan, Claude E. Marvin, George F. Ludlam, James McMahon, president Emigrant Industrial Savings bank; E. E. Almy, M. B. Bowen, Thomas F. Goodrich, vice-president National Surety company; E. S. Marvin, Dr. Richard D. Harlan, president Lake Forest university.

Union & Advertiser Jan. 8, 1902.

SITE FOR THE ARMY POST

Greenleaf Tract Near Ontario Beach Offered to the Government.

Chamber of Commerce and Congressman Perkins Booming Project.

The Times Jany 9, 1902

There is every prospect of a lively scramble of the people of Rochester and vicinity who have property for sale that would in any way be suitable for a site for the proposed new army post. Already several men with large tracts of land for sale have become interested in the matter and are out booming the merits of their respective properties.

The sites most prominently mentioned are the Manitou Beach property, recently purchased by Fred Odenbach, who conducts a restaurant at 112 State Street; the Greenleaf tract near Charlotte, and Windsor Beach, the site of the White City. There are several other sites in various parts of Rochester and the outlying suburban towns that have been suggested as good locations for the establishment of an army post. The owners of these properties, however, have not yet taken any steps in booming their land, but several of them give evidence of becoming deeply interested in the army post question. It is safe to say that before the middle of next week one or two of them at least will have [illegible] properties for

[illegible] The public [illegible] committee is good to have a meeting and after this plans for the fight for the post will have taken more definite form.

Of course there would be no fortifications, as this would be a violation of the Endicott agreement with Great Britain. The war department is abandoning small posts and establishing large ones, and it is to cut off Fort Porter in Buffalo and Fort Niagara at the mouth of the Niagara river. The new post will probably be a headquarters and a twelve-company post, with a colonel in charge and his staff and band attached.

Col. Graham says that two sites have been suggested, the Greenleaf farm on the route of the Charlotte plank road and trolley line, and Windsor Beach, the site of the White City. Military men believe either would make an ideal location. Col. Graham, in speaking of the advantages of an army post said that it would attract people, be a social help and considerable money would be spent in the course of a year. He thinks that that can be done at present is to give Congressman Perkins an idea of a site and he would have to do the fighting at Washington until the matter required a committee sent there. Col. Graham thinks it too early for such committee work at present.

In such a post as the government talks of establishing in western New York there would be from 1,500 to 2,000 people irrespective of the general hospital.

LOW RATES ANNOUNCED.

All Railroads Make Concession for Society of the Genesee Banquet.

At the meeting of the committee which has charge of the Rochester arrangements for the Society of the Genesee banquet in New York City yesterday afternoon, announcement was made that the railroads had agreed to make a rate of a fare and one-third from this city to the metropolis for those desiring to attend the dinner, provided that a party of at least 100 is made up. It would seem that there should be little difficulty in getting the required number, in view of the fact that the banquet this year is in honor of the elevation of Judge William E. Werner of this city to the Court of Appeals.

The banquet is to be held on February 8 in the Waldorf-Astoria. The tickets will be good for one week, from the 5th to the 8th of February. This will give people an opportunity of spending several days in New York and also enjoying the dinner. Those who go on this excursion rate will have to pay the full fare to New York and can then have their tickets signed there, allowing them the reduced return rate. The tickets are to be canceled at the Hotel Victoria on Saturday, the day of the banquet, although they will be good returning, as stated, any time until the 11th. Those intending to go to the metropolis can go by way of the Central, Lehigh Valley, Erie or West Shore.

Edward A. Stahlbrodt, chairman of the local committee, and Secretary Ives of the Chamber of Commerce, who acts as secretary of the committee, will be glad to furnish information regarding the dinner and railroad arrangements to any one desiring it. Herald Jan 9 02

SOCIETY OF THE GENESEE.

Jan. 10, 02.

More Than Half the Tickets Already Purchased.

One hundred and seventy-five persons have already engaged seats for the dinner of the Society of the Genesee in honor of Judge William E. Werner at the Waldorf-Astoria on Saturday evening, February 8th. As the accommodations at the dinner will be limited to three hundred persons, it beehoves Rochesterians who wish to attend to make immediate applications for seats. Applications may be made to E. A. Stahlbrodt, chairman of the Rochester committee, or to Joseph Walmsley, secretary of the committee, Tribune building, No. 154 Nassau street, New York. The price of dinner seats is $6 each. The menu will be an elaborate one, as follows:

Oysters
Soup, Jenny Lind
Radishes Olives Celery Salted almonds
Planked shad
Potatoes, Palestine Cucumber salad
Sweetbread a la Dreux
Escalopes of lamb, Colbert sauce.
Potatoes, Duchesse. String beans panache
Fancy sherbet
Roasted grass plover
Waldorf salad
Assorted ices
Cakes, Fruit,
Cheese,
Coffee.

TRIBUTES TO JUDGE WERNER.

1/10/02

President Roosevelt and Governor Odell on the Rochester Jurist.

The dinner committee of the Society of the Genesee met Saturday at noon in the office of President Job E. Hedges, No. 141 Broadway. A communication was read from E. A. Stahlbrodt, of Rochester, saying that at least one hundred members of the society and friends of Judge Werner would attend the dinner, to be given in honor of Judge Werner by the society at the Waldorf-Astoria on February 8th. H. C. Davis, general freight agent of the Lehigh Valley railroad, who is a member of the dinner committee, reported that arrangements had been made with the trunk line association for a special rate of one fare and a third for the round trip from Rochester to New York and return, good for five days.

Joseph Walmsley, secretary of the dinner committee, reported over one hundred and seventy-five seats already engaged. Eugene Whitney, chairman of the dinner committee, reported that Edward P. Barrow and George H. Dadley, of the "Message From Mars" company, now playing at the Garrick theater, will sing several selections during the progress of the dinner. They have rich baritone voices and their presence will prove a musical treat. The Society of the Genesee Quartette, consisting of Fred Rycroft, C. W. Potter, F. T. Millham and W. A. Hudson, will also sing.

The revised toast list is as follows: "The City of New York," Mayor Seth Low; "The Court of Appeals," Chief Judge Alton B. Parker, of the court of appeals; "The City of Rochester," Mayor Adolph J. Rodenbeck; "The Bar," William B. Hornblower; "The Bar of Western New York," John G. Milburn, Buffalo; "The Old and the New," J. H. Canfield, Columbia University; "The Genesee Valley," W. F. Hudson; "An Educational Idea," Richard

Greenleaf Property Offered.

Mr. H. G Brooks, manager of the Sargent & Greenleaf Company on Court Street, who is also manager of the Greenleaf tract, in speaking to a Times reporter about the matter this morning, said:

"Our property at Charlotte is for sale and we would be glad to have the representatives of the government inspect the land. I am sure no more suitable site for an army post could be found in the vicinity. We could sell the Government from 10 to 140 acres of land that is possessed of all the natural advantages that would be required for a post. If the Government wants the property we will sell it to them."

Mr. Odenbach, the owner of the Manitou Beach site, is superintending the improvements now being made at the beach in preparation for the coming summer season, and could not be seen. It is thought, however, that he could be induced to consider a proposition from the Government in regard to the sale of his property.

In addition to the sites above mentioned, there are several tracts of land that would make fine locations for the post, in the country surrounding Rochester, at a distance of from 11 to 24 miles from the city.

When the owners of the sites have all presented the merits of their properties to the Chamber of Commerce, it is the intention of the Chamber to select the sites possessing the best requirements for the establishment of a post, and invite the army experts to make a thorough inspection of them, with a view to selecting the best, in case it is decided to locate the post in Rochester or vicinity.

Secretary Ives Interested.

Secretary Ives of the Chamber of Commerce has taken hold of the matter with his characteristic energy and is pushing it for all it is worth. Today Mr. Ives said: "When we have selected a site, a description of it will be forwarded to Congressman Perkins at Washington and the real fight begun. Congressman Perkins will make every effort to induce the Federal authorities to consider the Rochester site favorably."

Colonel Graham, who was named as Chairman of the committee having the matter in charge, is thoroughly versed in military affairs and the fact that he was chosen Chairman of the committee can be taken as an indication of the interest the project is arousing among the members of the Chamber. The committee will hold a meeting shortly to outline a plan of action.

Jan. 14, 1902.

SITE FOR ARMY POST.

Congressman Perkins Urges That One Be Selected at Once.

Another letter regarding the army post has been received from Congressman Perkins by Secretary Ives, of the Chamber of Commerce. Congressman Perkins again calls pushing it for all it is worth. Today Mr. Ives said: "When we have selected a site, a description of it will be forwarded to Congressman Perkins at Washington and the real fight begun. Congressman Perkins will make every effort to induce the Federal authorities to consider the Rochester site favorably."

Colonel Graham, who was named as Chairman of the committee having the matter in charge, is thoroughly versed in military affairs and the fact that he was chosen Chairman of the committee can be taken as an indication of the interest the project is arousing among the members of the Chamber. The committee will hold a meeting shortly to outline a plan of action.

Jan. 11, 1902.

Dear Mr. Wiley:

I am extremely sorry not to be able to attend the dinner to be given by the Society of the Genesee on Saturday evening, February 8, 1902, in honor of Judge William E. Werner, whom I warmly esteem.

Judge Werner hardly needs any assurance of my cordial personal regard or of my high opinion of his ability, but I wish you would on this occasion present to him my heartiest congratulations.

I thank you and the members of your society for your kind invitation.

Faithfully yours,
THEODORE ROOSEVELT.

My Dear Mr. Wiley:

As I advised you recently, it was my earnest wish that I might be able to attend the dinner of the Society of the Genesee. That I now find it impossible to do so, is a source of very great regret.

I desire, however, to take this opportunity to say to the members of the Society of the Genesee, that none of them can accord to Judge William E. Werner greater honor and greater respect than I. When a man has accomplished as much in a lifetime as Judge Werner has already during his career, and he has by the force of pure merit and native ability worked his way up the rounds of the ladder of his profession until he has reached the very top, then that man should command the admiration of all who know him. You gentlemen are doing his personal friends, his fellow townsmen. Your acquaintance with him has probably been longer than mine, but I know you cannot esteem his personal friendship higher than I do, and it can give none of you more pleasure to testify to his worth than I take in writing this letter.

Wishing you a happy new year, I am,

Very truly yours,

E. B. ODELL, JR.

MR. PERKINS ACTIVE AT WASHINGTON

Times Jan. 15 1902.

Congressman Writes to Secretary Ives Asking For Plans of Sites For the Army Post.

The new army post project is arousing the keenest interest among the members of the Chamber of Commerce and other business men of the city. The people who own property available for sites are beginning to realize that the chances for the location of the post in the immediate vicinity of Rochester are brightening, and are booming their land.

Fred Odenbach, owner of the Manitou Beach site, was approached on the army post subject at his state Street restaurant by a Times reporter this morning. When asked what he thought of the property as a site for the post, Mr. Odenbach said:

"No better site for an army post than the Manitou Beach property could be found in Monroe County. Situated as it is, on the shore of Lake Ontario, it makes one of the most beautiful pleasure resorts in the country and it would be an ideal place for broken-down soldiers returning from the Philippines to recuperate.

"The ozone in the healthful breezes that are blown in from the lake would have the sick soldiers in good shape in very short order. Besides its advantages from the standpoint of health, its advantages from a topographical point of view are innumerable.

"There are 70 acres of perfectly level ground in the tract. Along the lakeshore are several cottages worth $3,000 apiece which would make, with a little improvement, fine quarters for the officers. Barracks for the enlisted men could be built and an ideal parade ground laid out. The Manitou Beach Railway runs right into the plot and the trip can be made from the center of the city in a little less than an hour.

"If the government wishes to buy the property they can have it, and I feel confident that they can find no site better suited to their purposes than the Manitou Beach property."

George W. Archer, President of the Rochester & Suburban Railroad Company, which owns the site of the White City at Windsor Beach, was asked if his company would sell the property to the government for the establishment of an army post. Mr. Archer said:

"We have been spoken to about the matter, but not officially. If the government would pay our price, we would certainly sell."

Secretary Ives of the Chamber of Commerce received a letter from Congressman Perkins on Saturday asking that plans of sites be sent to him and that any action taken by the Chamber be reported to him in order that he might lay the whole matter before the Secretary of War. Mr. Ives stated that the outlook for Rochester's success was very encouraging.

A meeting of the Public Improvement Committee will be held some day this week to consider what action will be taken in the matter.

NEW GAS COMPANY'S OFFICERS

Jan. 18 02

Election of the Municipal Gas and Electric Company in New York.

At a meeting of the directors of the newly organized Municipal Gas and Electric company, held in New York city on Saturday, the following officers were elected: President, C. K. G. Billings, New York; vice-president, Horace C. Brewster, Rochester; secretary and treasurer, Charles H. Werner, New York.

The company is organized to supply gas and electric lighting and electric power in the city of Rochester and towns of Monroe county and is expected to apply for a city franchise at the meeting of the Common Council to-morrow night. It is capitalized at $2,500,000.

DECEMBER 28, 190[illegible]

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SOCIETY OF GENESEE TO BANQUET.

List of Speakers for the Annual Function.

Present indications are that the annual dinner of the Society of the Genesee to be held in New York on February 8th, will be the most largely attended in the history of the organization.

The toast list as revised follows: "The City of New York," Mayor Seth Low; "The Court of Appeals," Chief Judge Alton B. Parker of the Court of Appeals; "The City of Rochester," Mayor Adolph J. Rodenbeck; "The Bar," William B. Hornblower; "The Bar of Western New York," John G. Milburn, Buffalo; "The Old and the New," J. H. Canfield, Columb a University; "The Genesee Valley," W. F. Bai kam; "An Educational View," Richard D. Harlan, president of Lake Forest University. "The Bar of Rochester," George Raines, Rochester.

THE POST EXPRESS: MONDAY AFTERNOON JANUARY 13 1902.

THREATENS TO STUB TROLLEY LINES.

General Manager Nicholl Talks Plainly to Governor—Says Rochester Railway Company Will Not Use Bridges if State Insists on Making it Pay for Their Repairs —Important Meeting of Stockholders and Directors Called for January 21st.

Stockholders and directors of the Rochester Railway company have just received notification that a meeting will be held in the general offices on State street, on January 21st.

Considerable interest attaches to this meeting, because of the recent rumors of changes about to be made in the officials of the road. Inquiry at the offices this morning failed to adduce anything definite on these reported changes. Nevertheless all of the officials inferred that something might be done, yet none was positive in stating that nothing of importance would take place. General Manager Nicholl said a few things about Governor Odell and the canal bridges, and threatened to stub his lines if the railway company should be forced to keep the bridges in repair.

One of the objects of the meeting is to elect a new set of officers. General Manager Thomas J. Nicholl stated that so far as he knew all of the present officers would be candidates for re-election. To his knowledge no resignations have been tendered by any of the present officials.

About a year ago a syndicate of Philadelphia and New York capitalists gained control of the road. At that time there were rumors of changes, but none took place. Perhaps the same reason for the rumors can be assigned this year, namely, the uncertainty of the actions of outside directors.

The names of the members of the syndicate who will attend the meeting are:

E. W. Clark, E. W. Clark, Jr., C. M. Clark, all of Philadelphia; James Richardson, of Providence, R. I.; W. W. Kurtz, of Philadelphia; and Arthur A. Hodenpyl, of Grand Rapids, Mich.

The out of town stockholders, Benjamin Graham, of New York, and H. Sellers McKee, of Pittsburgh, Pa., will attend the meeting as will all of the local members.

The present officers of the road are: President, Frederick Cook; vice-president and general manager, Thomas J. Nicholl; secretary, G. G. Morehouse; treasurer, Frederick P. Allen. C. M. Clark, of Philadelphia, is chairman of the executive committee.

Undoubtedly the directors will discuss the improvements in the road and erection of a new power house. Also, the matter of the road, keeping the canal bridges over which its cars pass, in repair, as outlined by Governor Odell recently, will be discussed. General-Manager Nicholl made the following positive statement this morning:

"If the governor expects us to keep the canal bridges in repair he is reckoning without his host. I have been in communication with officers of other roads in other cities and they tell me that the policy of the governor amounts to confiscation. There seems to be a general sentiment all along the line in every city of the state to fight this policy. Concerted action may be taken.

"You can say this much for me: If the governor insists on the Rochester Railway company keeping the bridges in repair we will not use the bridges. We will stop our cars at the bridges and stub the lines. Passengers may walk over the bridges and board the cars on the other side. Surely, if we do not use the bridges we cannot be compelled to keep them in repair because the passengers of our cars walk over them."

ARMY POST SITE.

Chamber of Commerce and Council Are Interested in Matter.

Secretary Ives of the Chamber of Commerce has received a letter from Congressman Perkins stating that if a new army post is to be established near Rochester, an available site must be agreed on and its adoption urged by united effort. Several sites have been suggested but none have been offered.

At the council meeting last night Alderman Baker introduced a resolution which was unanimously adopted, requesting the Secretary of War to establish a post of the regular army in or near Rochester.

NEW ARMORY

Agitation Started Again by Militia Men.

TO COST $250,000

Will Ask Legislature To Make Such Appropriation.

MAY FORM NEW COMPANY

If Battalion Armory Is Secured It Will Be Necessary To Create a Third Company—Comment on Present Era of Harmony — Series of Battalion Drills by Both Companies.

Once more the question of a new armory has come to the fore. Militia men discussing the proposition and they have good and considerable interest in the project. A desultory agitation for such an armory has been carried on for the past three years, but somehow decisive action has always been negatived by some unforeseen obstacle. Now, however, with the Legislature in session the soldier boys have taken new inspiration and are booming the question with a will.

During the past twelve months considerable quiet work along this line has been carried on and now lobbying will be done in Albany. If possible, it is the plan of the promoters of the scheme to secure an appropriation early in the session so that no opposition to it will have a leg to stand on later in the day, when all other legislative matters have been cared for, on the ground of economy.

Undoubtedly a bill will be prepared within the next ten days and given to one of the members of the Monroe delegation to present in the Assembly. As soon as this has been presented active steps will be taken to secure its early passage—in fact they hope to railroad it through by a concerted movement. The bill will call for a battalion armory and will ask for about $250,000.

There are at present in the armory only two National Guard companies, the 1st Separate, captained by Frank G. Smith, and the 8th Separate, captained by C. Alonzo Simmons. Under the code each company is supposed to have 104 men, but neither of the companies has a full complement of men. The 2d Separate Naval Division is also quartered at the armory.

The fact that there are only two companies here raises the point that under the military code no less than three companies can form a battalion. The maximum number is seven companies. In order to meet this contingency it is planned to organize another company.

Among the members of the 1st and 8th companies there is no doubt that a third company can be formed with a full complement of 104 men and they argue that if such is done, aided by the assurance of a new armory that it will stimulate the spirit of many who are not enlisted to join and by this means it is hoped to fill out all the three companies to the limit. With the first sign of encouragement the soldier boys will ask for a charter and for other necessary formula for the organization of the new company.

Naturally the question of a new site will enter into the plans for a new battalion armory. The consensus of opinion is that the present site is the most available. It is central, easily reached, embraces a square of valuable land and is sufficiently large to accommodate a new building. Anyway, the site is only a secondary matter at the best.

And, besides all the other arguments in favor of a new armory, there is one, local pride, that has been forgotten. The members of the two militia companies and the naval reserves point to the fact that Buffalo has a regimental armory with a complement of eight companies and provisions for twelve. Here the old armory can hardly give accommodation to two companies. None of the Buffalo companies has a full complement of men, it is claimed.

Heretofore one of the objections to a new armory has been the fact that keen rivalry, amounting almost to personal bitterness, has existed between the members of the two companies. Such flimsy argument has been literally wiped out now.

For the first time in the history of the militia companies here a joint dress ball was given on New Years eve. Both militia companies and the Naval Reserves united in the effort to make it a success and such it was. That was the cornerstone of the era of good feeling and harmony. But the men did not stop there. They have taken another step.

A series of six battalion drills will be given in the near future. The first will be held on Wednesday, January 29. Both companies will participate. Assistance will be given by the Reserves in every possible manner to make the drills a success. Although they cannot take active part they will lend their moral and financial support. Thus it is hoped by such prima facie evidence to blot out the specious argument of lack of harmony and to give bluntly the lie to the slanderers who circulate the story.

Two preliminary drills for the series have already been held. Captain Simmons of the 8th acted as major in one and Captain Smith of the 1st as major in the other. In the opening drill on January 29 Captain Smith will rank as major. He will alternate with Captain Simmons in the others.

One may ask how can two companies give a battalion drill. It is easily answered. Each company has been split into two companies, thus making four companies.

While speaking of the harmony of the companies now it is only fair to award to Captain C. Alonzo Simmons h[illegible] for the credit. He was instrumental to[illegible]

INTERESTING AND IMPORTANT.

Application for Gas and Electric Franchise To-night—New Committees.

The meeting of the Common Council to-night will probably be important and may be interesting. Attorney Horace McGuire of the Municipal Gas and Electric company is quoted as saying that formal application will be made to-night for a franchise, but the application will contain no pledges of dollar gas or other improvements; those features, he says, are more properly the subject of aldermanic determination later. The franchise will be sold at auction, in accordance with law, after favorable aldermanic action.

President Edgerton will announce the Common Council standing committees, or the more important of them, at least, and the special committee on a revision of the rules will make report which it is expected will result in a cutting off of several committees for which there is no use under the White charter. The rules committee will report in favor of meetings on the first and third Tuesday night of each month instead of on alternate Tuesday nights as at present and it is possible the report will also provide for meetings at 7 o'clock instead of 7.30 as heretofore.

Union. Army Post Site. Jan 14 [illegible]

Congressman Perkins has written to Secretary Ives of the Chamber of Commerce saying that he must have a site soon to offer for the army post of the regular army to be established in Western New York, if Rochester wishes the post. Several sites have been spoken of, but none has been offered and it is necessary to have one so that the committee in charge of the affair may know just what Rochester has to offer. Secretary Ives will be glad to receive offers of sites for the purpose. The cost of reaching the site will be considered in reckoning its adaptibility for the purpose.

COLER PLEADS FOR HOME RULE IN NEW YORK CITY

Addresses the Credit Men at Their Fourth Annual Dinner—W. A. Prendergast Urges Restoration of United States Merchant Marine.

ASSOCIATION'S BANQUET A BRILLIANT SUCCESS

The Times, Jan 15, 1902

The fourth annual dinner of the Rochester Credit Men's Association, held last evening at the Eureka Club, was the most successful social function ever given by the organization. Every detail had been carefully looked after by the dinner committee, speakers of national reputation discussed topics of the day and every plate on the four long tables was taken.

The greatest interest centered, of course, in the address of Hon. Bird S. Coler, ex-comptroller of New York City, who, in line with all present-day orators from the Metropolis, made an earnest plea for home rule in America's largest municipality. Hon. William H. Hotchkiss of Buffalo and William A. Prendergast of New York City also spoke on subjects of interest to business men. The three speakers arrived yesterday afternoon and were met at the Central Avenue station by the reception committee, which conducted them to the Powers hotel.

Handsome Hall Decorations.

Theater Hall, as the banquet room of the Eureka Club is called, presented a beautiful appearance at 7 o'clock, when the doors were thrown open and the guests filed in and took seats. Moll's Orchestra was seated on the stage and it was with difficulty that the guests were able to see the musicians through the bower of palms and ferns. Red and pink carnations formed the table decorations, while flags and bunting were draped artistically from the ceiling and along the front of the gallery and four walls.

One of the pleasant incidents of the evening was the applause which greeted Hon. William E. Werner, Judge of the Court of Appeals, when he arrived at the dinner. Judge Werner came in shortly after 8 o'clock and was escorted by a member of the reception committee to a seat at the table of honor. As soon as the diners caught sight of the distinguished jurist they applauded vigorously.

After the guests had been seated President Elmer Roblin introduced Rev. J. Lyon Caughey, pastor of Memorial Presbyterian Church, who said grace. The serving of the banquet took more than two hours and after cigars had been passed by Secretary Nelson, President Roblin gave a brief sketch of the history of the local Credit Men's Association. He told of its early struggles and paid a graceful compliment to its founder and first President, Daniel B. Murphy. Mention of Mr. Murphy's name was the signal for hearty applause. He then introduced Hon. Walter S. Hubbell, who covered himself with glory as toastmaster.

In introducing Mr. Coler, the toastmaster said that he stood for honesty in the city, state and government. He said that Mr. Coler had at one time been a Tammany officeholder, but that if he ever held office again, he would do so as a Republican or fusionite.

A Plea for Home Rule.

Mr. Coler's subject was "The City and the State" and he devoted nearly all of his remarks to a plea for home rule in New York. The injustice of allowing up-state legislators to make laws for New York City, he declared, should be ended. He said, in part:

"In my brief discussion of the problems involved in a fair adjustment of the legal and political relations of city and state, I shall in a general way speak of the splendid city of New York as the city, and the remainder of the commonwealth as the state.

"There should be no friction in politics or legislation between city and state, between the farmer, the merchant and the banker.

Problems In Metropolis.

"We must deal with thousands of peo[illegible] born, who coming to us [illegible] and ways and our [illegible]

conditions that are [illegible] burden is ours and we cheerfully assume it, asking only that we may be left to solve it as seems best to us. The City of New York now pays almost 70 per cent of all the tax collected for the support of the state government. We imply no reflection upon the wisdom, patriotism or good intentions of the state when we ask in return for this great burden of taxation that we may be permitted a large measure of local self-government.

"The countrymen can legislate for the city, the power is theirs under the constitution, and they are making progress; but speaking as a New Yorker and for the city so far as I may, I do not believe that any grave danger will ever threaten the metropolis from the men of the valleys, the villages, the hills or the mountains of the great commonwealth of New York.

"There are misunderstandings on both sides, some of them unfortunate, but none dangerous. Some public men of the city have underestimated the intelligence and honesty of the men from the country, and some of the able representatives at Albany of the country have appeared over-anxious to live up to the constitution. If we have taught you a few tricks in politics, you have not failed, when the Legislature met, to remind us that we live under a constitutional government, and that we of the city are the minority. We now know the lesson well and there is no need to rub it in. We are not saints or even wise men, collectively, but we are trying a big experiment down there, and an expensive one, so it is not asking too much to ask our good friends of the State to give us a chance to learn the business by degrees.

"We are not given to boasting, but, with the ever-willing assistance of our brothers of the country, we may in time be able to properly govern ourselves.

"When the good citizens in the country find that the Court House ring or the town machine is a disgrace upon the country they get just as mad about it as the good men in the city under similar conditions. But the countryman stays mad until election day and votes the ring out of power. In the city we get mad so far ahead of the election that we do not always keep it up through the summer vacations.

Able to Govern Itself.

"The city of New York is great enough and there are enough good citizens to entitle the municipality to a full measure of local self-government. Such government is the basis and the essential principle of our political system. Whenever it is indefinitely suspended or permanently destroyed there you weaken the foundation of the republic. I, for one, do not believe that we are deliberately deprived of home rule, or any essential feature of it, by the wish or the acts of the great mass of the good citizens of the other counties.

"The people of the great city of New York can have no quarrel with the sturdy, honest, patriotic countryman of their state. What differences there may be are brought about by representatives to the Legislature elected by them who become untrue to their trust. The city statesman often interferes in a country district by reason of politics or otherwise, and the country member very often finds it very profitable to himself to vote away a franchise in a great city.

"Our farmer friends, I know, would repudiate any representative who does such a thing.

"A spirit of grasping commercialism has invaded the country and by stealthy steps has made its way to almost every seat of government. It has invaded politics and public life and shared profits with the servants of the people until they, in the pride and power of their unearned wealth, would become the masters of those they were elected to serve. It is now demanded of the farmer that he shall do more than feed them all. He is asked to pay from the substance of his patient toil dividends on inflated stock, to pay the profits of the great combinations of capital, and when he has paid them all, the cry of the trusts is for more! More!

"Corrupt bargains between government and capital have been made and unfair union of trade interests permitted in this country until almost the only unadulterated honesty that remains is represented by the farmer and the product of his farm. Every ton of produce that is shipped to the seaboard to swell the great volume of international trade now netting so strongly in our favor pays a mill a mile or more, to the profits of a railroad pool or the dividends upon a watered share of stock.

"The farmer, however, is not the only sufferer from the greed of corporate interests and the poison of commercialism in politics and government. The rights of the people of the cities have been invaded; their public franchises and utilities stolen from them, their taxes increased and their future prosperity threatened by the same forces that have taken from the countryman an unjust share of the fruits of his labor."

"Dynamics of Credit."

Mr. Hotchkiss' subject, "Dynamics of Credit," was of deep interest to the business men present and contained much good advice to creditors.

"Dishonesty is rarely a good friend of credit," he said. "No man who cheats, nor a dishonest nation is long in being found out."

Speaking of the City of Buffalo since the close of the Pan-American Exposition, Mr. Hotchkiss said that the city was bigger, stronger and wealthier than ever before. He thought the nation owed more to its credit than to its natural resources. The farmer [illegible] not notice as [illegible] Jew [illegible] right and left and the railroad [illegible] might not know it but credit coaled the engine, gave him his roadbed and car[illegible] on his business.

Mr. Prendergast, Secretary of the national association, responded to the toast, "National Duty and Commercial Interests." He urged the necessity of resuscitating the United States merchan marine.

NAMES OF THE GUESTS.

The following attended the dinner:

Table of honor—Commissioner George A. Gilman, Thomas J. Neville, Commissioner J. Y. McClintock, Hon. A. J. Rodenbeck, Judge J. B. M. Stephens, George G. Ford, William A. Prendergast, Hon. George Raines, Daniel B. Murphy, Hon. Bird S. Coler, President Elmer Roblin, Hon. Walter S. Hubbell, Hon. William H. Hotchkiss, Rev. J. Lyon Caughey, Louis S. Foulkes, Justice William E. Werner, John H. Gregory, Horace McGuire, Judge A. E. Sutherland, Commissioner J. A. Crane, M. H. Van Bergh, Comptroller James Johnston, Joseph H. Smith, S. B. Williams, Isaac A. Wile, George W. Farnham, George F. Dominick, J. J. Dolphin, William C. Barry, Frank J. Hone, James Fee, Peter A. Vay, Herman C. Cohn, J. H. Lempert, George B. Watkins, Rudolph Stein, Ira D. Kingsbury, Joseph Farley, William R. Peters, William Pitkin, J. C. Kalbfleisch, J. K. Hunt.

Table A—Philip Present, Lee Richent, Lee Richmond, A. E. Nelson, mond, A. E. Nelson, Joseph Farley, M. H. Van Bergh, Ira D. Kingsbury, Peter A. Vay, L. S. Foulkes, John F. Snyder, George F. Clark, T. J. O'Brien, Joseph J. Mandery, Henry J. Utz, W. H. Dunn, Henry W. Utz, George H. Buff, S. Gentry, A. J. Perkins, C. P. Woodruff, A. E. Bicknell, J. Fred Farber, Phil H. Farber, L. O. Graham, H. C. Phillips, George E. Wyman, J. P. Wyman, Manuel Present, Arthur D. Hill, Henry J. Andrew, Frank I. Stark, Herman C. Cohn, John H. Lenahan, E. T. Gilbert, J. W. Fulreader, J. C. Dyer, Louis Lowenthal, H. V. Clark, E. W. Burton, W. G. Watson, A. Kineman, H. E. Kirstein, Mortimer Adler, W. L. Dobbin, John H. Gregory, W. H. Goodger, A. A. Dummond, H. J. Barnham, A. B. Headley, W. D. Clapp, W. E. Macy, J. M. Acker, Frank Kramer, J. H. Thompson, S. A. McOmber, J. B. Crouch, E. J. Wesp, C. A. Sardam, George G. Ford, C. H. Gage, John Lobbett, S. P. Halderman, Alvin H. Dewey, J. J. Menneilley, C. P. Webbring, W. G. Sieffert.

Table B—B. B. Blyth, H. E. Wetmore, George M. Neel, Charles P. Cox, Henry J. Cox, M. Higgins, A. J. Bolton, L. A. Lewis, M. O'Brien, T. F. Barrows, F. D. Morgan, A. T. Hagen, E. F. Underhill, W. B. Conkling, Andrew J. Townson, L. H. La Fontaine, D. W. Bruce, Kendall B. Castle, William Molloy, J. H. Lempert, Fred Blum, J. Thallheimer, H. H. Clapp, Louis F. Stupp, Richard I. Barker, Stephen West, E. P. Olmstead, F. P. Reichert, E. Wheeler, Jr., Charles L. Barton, Thomas Lannin, E. F. Pillow, Thomas Parsons, T. P. Ford, A. B. Enos, W. T. Plumb, John W. Kimble, J. H. Gilmore, Jr., P. T. Leitweiler, J. H. Luitwieler, E. W. Hunt, R. H. Hunt, J. K. Hunt, John Connors, Charles J. Maiory, George E. Noeth, David Black, E. J. Scheer, H. O'Aldeman, C. A. Elwood, James Barnes, W. Jay Guthrie, M. M. Meyers, Edward Weter, Gustave Erbe, Fredrick Erbe, Francis J. Yawman, J. Albee, Herbert S. Draper, William C. Barry, J. V. Alexander, George Baxter, M. E. Van Bergh, A. C. Mayer, Joseph A. Cramer, C. W. Ward, C. D. Van Zandt.

Table C—Lincoln Doumoux, George Fichter, John J. Casey, Thomas Flynn, Maurice J. Murphy, Filon W. Jones, S. J. Kanon, John O. Sneeberger, J. T. O'Neil, Frederick D. Wootman, Edmund P. Rombaut, John M. Dyer, G. Edward Conn, W. W. McClymonds, William E. Gardiner, Anson W. Squires, Oscar C. Reiber, Francis W. Sutton, James P. McMannis, Frank J. Hone, Mortimer J. Cullinan, J. D. Carson, Daniel L. Van Hee, Edward H. Engert, I. A. Wile, Milton Clark, Martin Bier, Theodore Steinhausen, James Cox, Charles R. Barber, M. D., Albert E. May, Arthur L. Stern, William Marth, H. C. Goericke, Ira D. Kingsbury, W. V. Kell, Frank W. Hahn, Charles L. Hahn, G. A. Gruley, Charles M. Lane, Irving F. Hoyt, Mark Solomon, Max L. Holtz, J. M. Reddington, J. S. Hamilton, D. S. Findlay, H. B. B. Griffith, E. A. Benedict, J. Elmer Booth, Charles Silcox, H. R. Lewis, L. Sunderlin, Oscar Spiehler, W. R. Spears, James Fee, John C. Fee, J. George Schieber, William C. Kohlmetz, W. T. Walker, Egbert F. Ashley, Osborne Ashley, J. N. Levi, Henry P. Neun, Louis J. Neun, E. L. Hammond, Joseph Rice, Leo August.

Table D—Fred H. Lewis, Rudolph Stein, Joseph P. Fess, Edward Loeb, M. J. Iselhard, Charles F. Mertz, H. R. Howard, Barrie L. Howard, Henry J. Moore, A. S. Osborne, S. C. Williams, William E. More, A. Greenberg, Morris M. Meyer, J. M. Charlton, E. S. Osborne, John G. Ellis, Maurice M. Garson, Moses Garson, Tobey Meyer, Henry W. Kimmel, Dana C. Neel, William J. Wegman, Fred J. Wegman, J. O'Brien, William H. Williamson, William A. Williamson, William P. Showers, Arnold Behn, Avery B. Davis, F. W. Bickford, George W. Colburn, James Johnston, W. R. Peters, W. R. Peters, Arthur J. Parry, E. J. Dwyer, Henry R. Kirk, Joseph Hemple, A. E. Reed, J. P. McMahon, J. Frank Dade, F. P. Van

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THE TIMES
Produces results for advertisers because it has a verified home circulation.

DECEMBER 29, 1904

THE EVENING TIMES

THE TIMES
Is the only afternoon paper in Rochester that verifies its circulation claims.

THE WEATHER { Snow flurries tonight. Friday, light snow and warmer.

ROCHESTER, N. Y., THURSDAY, DECEMBER 29, 1904. FIRST EDITION

THE TIMES GUARANTEES TO ADVERTISERS A VERIFIED HOME CIRCULATION IN ROCHESTER AND VICINITY TOWNS GREATER BY ONE-THIRD THAN EITHER OF IT AFTERNOON COMPETITORS

THREE PERSONS CREMATED IN A FIRE AT CONESUS LAKE!

JAPANESE ARMY TAKES AN IMPORTANT FORT

Besieging Army Captures Fort Erlungshan After a Desperate Battle With Russians. Fort Is Regarded in Naval and Military Circles As One of the Highest Importance.

LONDON, Dec. 29.—Baron Hayashi, the Japanese Minister to Great Britain, received a telegram from Tokio today announcing that the Port Arthur besieging army captured, on Wednesday night, Fort Erlungshan. The capture of the fort is regarded in naval and military circles here as of the highest importance, and will materially hasten the fall of the fortress.

OFFICIAL REPORT OF THE CAPTURE OF THE HILL

The Port Arthur besieging army reports having left the center army at 10 a. m. Wednesday. They blew up the parapet in front of Erlungshan fort, then, occupying the parapet by assault, they constructed defensive works under cover of heavy guns and field guns, despite the fire of the enemy. After the placing in position of heavy guns the army proceeded to the George fort, when the enemy was eventually dislodged after a stout resistance, when the fort fell into our hands at 7:30 in the evening.

The Japanese casualties in the capture of the height are estimated at 1,000 killed and wounded.

GENERAL CONDITION OF TROOPS IS IMPROVED

ST. PETERSBURG, Dec. 29.—A dispatch from a correspondent of a newspaper who is with General Kuropatkin states that the General told him in a recent interview that he had personally examined into the details regarding the condition of the Russians at every position.

General Kuropatkin declared that he was more than content with the state of affairs as the percentage of the sick was below that in time of peace. This was due to the pure air, a mild winter and the absence of barracks, which always has an ill effect upon the health of the troops.

RUSSIANS AT TOULON TO GET SHIPS BUILT

NICE, Dec. 29.—It is stated that the purpose of the visit of three Russian officials who have arrived at Toulon is to try to arrange for the immediate construction of several warships. They have offered to pay highly, it is said, for excessive speed in the completion of the vessels.

POLITICAL POT BOILS

Race for Senatorship Between Messrs. Black and Depew Grows Warmer Every Day.

GOVERNOR ODELL IS SILENT

Has Not Yet Announced His Preference But Will Do So Within a Few Days.

NEW YORK, Dec. 29.—Secret conferences which were held at the Republican Club yesterday between Governor Odell, ex-Governor Frank S. Black and the supporters of the latter's candidacy for United States Senator as successor to Chauncey M. Depew, were believed to portend a long-expected announcement from Governor Odell.

As a result of his protracted talks yesterday, the Governor was expected to pronounce himself in some fashion, either for Mr. Depew or Mr. Black, or to make a declaration that he would take no part in the senatorial contest. Up to a late hour the conferences were still in progress. The Governor declined to see other than political callers.

Another Conference Today

There will be another conference today. Although yesterday's conference lasted many hours apparently no decision had been reached when time came for adjournment. A final decision is looked for today.

None of the men who took part in the conference would say what form the discussion took. The Governor did not tell the supporters of Mr. Black what he had made up his mind to do. The only statement he would make for publication was that he had nothing to say about the senatorship.

"I may make a statement today," he said, "but I shall not promise positively. I think that everybody will be satisfied when the question is decided."

The series of talks began in the morning and continued without interruption practically all day.

Mr. Aldridge There

Early in the afternoon former Governor Black and a few of his friends, including George W. Aldridge of Rochester, Secretary of the State Railroad Commission, and Senator Edgar T. Brackett of Saratoga, met at the Manhattan Hotel. Later they were all said to be closeted with Governor Odell at the Republican Club.

Others who were said to be in conference at the latter place were: W. L. Ward of Westchester, Judge Julius M. Mayer, State Senator Malby and Louis F. Payn.

During the afternoon Mr. Black was asked if there was any truth in the report that Governor Odell had told him he could not support him for Senator.

"You will have to ask the Governor about that," replied Mr. Black.

"Sounding Party Sentiment"

From a source close to Mr. Depew it was ascertained that Mr. Depew was unaware of the purport of the Odell-Black conferences and that the Senator did not know what to expect as an outcome of them. The Depew men supposed Governor Odell was "sounding party sentiment," and that when he found out what it was he would get into line with it.

What transpired at the talk between Governor Odell and former Lieutenant Governor Timothy L. Woodruff on Tuesday was kept secret.

Senator Platt was not in town yesterday, having gone to Highland Falls, N. Y., to remain until tomorrow.

M'MILLAN HOMESTEAD IS DESTROYED AND THREE OF FAMILY BURNED TO DEATH

Flames Discovered Shortly After 4 O'Clock This Morning by a Servant, Who, With Miss Luna McMillan, Were the Only Ones to Escape. Burned Residence the Home of One of Livingston's Oldest and Wealthiest Families.

LIVONIA, Dec. 29.—The most disastrous fire that ever occurred in Livingston County destroyed the McMillan farmhouse at the head of Conesus Lake at 4 o'clock this morning, and three members of the McMillan family were burned to death. The dead are:

FRANK M'MILLAN, aged 76.
MISS LOTTIE M'MILLAN, aged 68.
CHARLES M'MILLAN, nephew of Frank McMillan, aged 49.

One sister, Miss Luna McMillan, aged 65, and a servant, Miss Mary Borman, aged 35, of Rochester, escaped in their night clothes and are now at a neighbor's house suffering from severe shock and exposure.

Discovered By a Servant.

The fire was discovered by the servant, Miss Borman, shortly after 4 o'clock. She had been awakened by the smell of smoke and going into the cellar discovered flames issuing from the woodwork around the furnace.

She made her way upstairs as rapidly as possible and tried to arouse the sleeping inmates, but the only one she succeeded in getting out of the house was Miss Luna McMillan. Both women hurried to a neighbor's house and gave the alarm, but it was too late to save either the other inmates or the residence.

The house was situated in a sparsely settled community and before enough men could be gathered at the scene to do anything to check the flames, the house was in ashes. The three inmates who were burned to death knew nothing of the fire until the flames had crept into the upper story and into their sleeping rooms.

Burned House a Landmark.

The McMillan homestead was one of the oldest and best known residences in Livingston County. It was a story and one-half frame structure and was located at the head of Conesus Lake, on the east side. The farm consists of between 600 and 700 acres and the McMillan family is among the wealthiest in this county.

Frank McMillan, who was regarded as the head of the family, is estimated to have been worth between $300,000 and $400,000.

The only surviving relative of the McMillans, aside from his sister, Miss Luna, who escaped from the burning house, is a brother of Frank, Major James McMillan of Georgetown, D. C.

The buildings on the farm were totally destroyed and the monetary loss will be in the neighborhood of $15,000. The furnishings of the residence were of the most expensive kind and there were many intiquities and rare paintings destroyed.

Search will be made in the ruins to recover the bodies, but it is believed that the unfortunate inmates were burned to ashes.

"I NEED THE MONEY"

Wrote Charley Burke to His Employers, Before Leaving With the Funds.

GLOOM AT BAKER THEATER

Young Candy Agent, His Wife and the Week's Receipts Have Disappeared.

"I am sorry that I have to do this," apologized Charley Burke, in a letter to his employers Tuesday, "but I need the money." Then he quit the Baker Theater, taking with him $70. The police are looking for him with a warrant charging grand larceny.

Until Monday night Burke, who is about 22 years old, was the "boss candy butcher" at the theater. He sold chocolates, salted peanuts and other sweetmeats calculated to add to the enjoyment of melodrama. Garbed in a neat fitting gray uniform coat he passed through the aisles during intermissions and disposed of considerable goods. The Theatrical Supply Company of Buffalo, which controls the candy privilege at the theater, employed him. Burke came to Rochester about a month ago, bringing with him a demure looking young woman who guarded the sweetmeat case at the main entrance and smiled upon patrons.

Several Bills Unpaid

From Saturday to Monday there were no banks open so that Burke could put the money he had beyond temptation. The roll of bills proved too much for him to withstand, and he made up his mind to decamp. The demure young woman went with him.

Tuesday he sent his keys and bank book to the theater. Their receipt there caused an investigation, which was followed by the sending of a telegram to the Lyceum Theater, Buffalo, notifying Burke's employers of his disappearance. One of the firm came to town yesterday and continued the inquiry. He learned that the young man had left town without the formality of paying for his lodgings. There are also numerous other items of a trifling nature, which in the aggregate amount to a considerable sum, charged against him at various places. It was also learned that the demure young woman was for a time in one of the local hospitals. The bill for her attendance there is still unpaid, according to the theater employes.

The manager of the Buffalo concern, after satisfying himself that Burke had really left town, applied for a warrant for his arrest.

WIDESPREAD REVOLUTIONARY OUTBREAKS ON RUSSIAN FRONT

BERLIN, Dec. 29.—Reports received here from the Russian frontier state that widespread revolutionary outbreaks have occurred. Railways have been destroyed, bridges damaged and the telegraph lines cut. Bomb outrages are also reported from various towns. In the revolt at Kielce, Poland, many persons were killed and wounded and the same condition of affairs is reported from Kourk, where factories were demolished by the rioters.

AMBASSADOR CHOATE WILL NOT RETIRE UNTIL SPRING



AMBASSADOR CHOATE

LONDON, Dec. 29.—While numerous semi-official statements have been published here that Ambassador Choate is about to retire from diplomatic life, it can be stated that Mr. Choate has not sent his resignation or any communication on the subject to President Roosevelt or the State Department, nor has he received any inquiry either from the President or Secretary Hay concerning his future plans.

It can be safely asserted, however, that it is Mr. Choate's intention to tender his resignation soon after the inauguration of President Roosevelt.

"Six years is a long slice out of the life of a man of my age," said Mr. Choate recently to friends here, "and while I have enjoyed the life and the people I have met in England, I have determined to go home and devote the remainder of my time to looking after my own affairs."

ANXIETY FELT FOR SAFETY OF BIG SOUND PASSENGER STEAMER

BOSTON, Dec. 29.—Great anxiety is felt here today for the big Sound steamer, Puritan, bound from Fall River to New York, which was reported early today at anchor off Stonington with a broken wheel in a heavy sea with the wind blowing 40 miles an hour. The information as to the peril of the steamer came through the wireless telegraphy station at Point Judith. The message said that the freight steamer Boston, of the same line, had been signalled and had gone to the assistance of the big passenger boat.

It was said that a rod in the wheel of the Puritan broke, preventing her from continuing her trip. The accident occurred between 1 and 2 o'clock. By long distance telephone it was learned from Point Judith this morning that at 7:30 o'clock the Puritan was still at anchor where the accident occurred. So far as could be told, the vessel was not aground. The wind, it was said, had moderated to 20 miles an hour. The big boat had just passed through the rough waters off Point Judith and was off Watch Hill when the break to the wheel occurred. There was a good complement of passengers aboard.

The steamer Puritan is one of the biggest sidewheelers in the world and is second in size in the Fall River fleet.

INSTALLATION AT VALLEY LODGE

C. C. Gifford Begins His Fiftieth Term as Secretary. George W. Cooper Is Master.

Acting Deputy Grand Master John B. Mussan installed the following officers of Valley Lodge, 109, F. and A. M., at Masonic Temple last night: Worshipful Master, George W. Cooper; Senior Warden, Frank H. Mosher; Junior Warden, John McKee; Treasurer, Maurice Leyden; Secretary, C. C. Gifford; Senior Deacon, Fred H. Beeh, Jr.; Junior Deacon, Arthur D. Rees; Senior Master of Ceremonies, Goldsmith B. Tuttle; Senior Steward, Fay L. Gates; Junior Steward, Alfred C. Gunkle; Tiler, Matthew J. Steel. The double quartette of the lodge sang.

Clinton C. Gibbard was installed as Secretary for the 50th time. Matthew J. Steele has been tiler a quarter of a century.

MOSCOW, Dec. 29.—The students here have sent a demand for an impartial inquiry into the circumstances surrounding the riots that have occurred recently in this city.

STOCK MARKET

(Special to George B. Dresser.)

NEW YORK, Dec. 29.—Town Topics says: Speculative sentiment is more confident and the indications are for another strong market and some further advance today. The encouraging reports regarding activity present and prospective in iron and steel trades, the more favorable railroad returns and the publication yesterday of a final report of the Agricultural Department giving the farm value of principal crops, will stimulate confidence in the general situation. Appreciation regarding possible legislation affecting railroads is gradually disappearing and it is now believed that this agitation will have results beneficial to both the railroads and the shippers. The increase in the Pennsylvania Company dividend strengthens the belief that later on an increase will be made in the dividend rate on B. & O. and Norfolk. The banking interests appear to be in control of situation and with time money offered freely at 3½ per cent and with stocks concentrated in strong hands the remainder of the week promises to be characterized by strength and higher prices. Wheat is nervous but traders appear to favor some recovery in price. Cotton situation bearish and notwithstanding present low level some further decline is regarded as possible.

T. A. M'INTYRE & CO.

STOCK QUOTATIONS

(Special to Geo. B. Dresser.)

	Today's Open'g 10 o'clock	High	Low	Close Yesterday
Am. Locom. Com.	35⅝	36¼	34	35¼
Amer. Loco. Pfd..	104	103¾	103	104
Amalga'd Copper	70⅛	69⅝	67	70
Am. Sugar Ref Co	143⅞	143⅝	142¼	143½
Amer S. & R. Co.	82	82	81½	82
Am. Car Foundry	35½	35½	34¾	35½
A. T. & S. F...	87⅛	87½	86⅞	87⅜
Atchison Top. Pfd	101½	102	101½	101½
Baltimore & Ohio	102½	102	101½	102½
Brooklyn . . .	62	61½	61½	61⅝
Canadian Pacific	133½	132½	132	133
Chesapeake . .	49	48¼	488	48½
Chicago Gt West'n	22⅛	22⅝	22⅜	22⅝
Chic. Mil & StPaul	172⅝	172½	171½	172½
C. C. C. & St L..	....	91⅞	91⅝	91⅝
Colorado F. & I.	49½	48	45⅞	48½
Consolida'd Gas Co.	203½	203½	101	202½
Consolida'd Tobac.	....	74	74	75
Del&HudsonCanal	186	187⅜	184½	186⅜
Erie Com. . . .	38⅛	37⅜	37½	37⅝
Erie 1st. Pfd. . .	75⅜	75½	74⅜	75½
IllinoisCentral	156⅜	155⅜	155	156⅛
Louis & Nash. .	141½	141	140	141
Met. St. Ry. .	121½	121½	120½	121
Manhattan Elev'd	165	165½	163⅝	164⅜
Mexican Central .	21⅛	21	20½	21⅜
Missouri Pacific .	107⅝	107⅜	106⅜	107⅜
N. Y. Cen. & Hud	144½	145⅜	144½	102⅝
N Y. Ont. & West.	41½	41⅜	40½	41½
Norfolk & Western	79½	79⅜	79	79⅜
Pac. Mail St. Co..	44	....	....	....
Pennsylvania R R	138½	138½	137⅞	138½
Peoples Gas Co.	107⅜	107½	107	107⅜
Readinglst. . . .	....	91½	91	91
Reading	80	79⅜	78⅜	78
Rock Island Com.	37	37½	36⅞	36⅞

SMITH PROBABLY WILL STAND TRIAL

Justice Nash Hands Down Decision Denying Attorney McKay's Motion for Leave to Inspect Minutes of Grand Jury.

It is now practically certain that Ervin N. Smith, under indictment for murder, second degree, charging him with the killing of "Birdie" Hart of Webster, last July, will have to stand trial.

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When Mr. McKay made his motion for leave to inspect the minutes, Justice Nash said that he would have the minutes transcribed to enable him to read them.

The minutes made two volumes and Justice Nash, after reading them through, denied Mr. McKay's motion.

Justice Nash's decision, it is believed, means that the motion to quash the indictment, which Mr. McKay will make, will not contain any new points and will, therefore, be denied.

CAPTAIN REFUSES TO GIVE UP HIS SHIP

Commander and Crew of British Steamer Drumelzier Stick to Their Posts in Hope That They Will Be Able to Save Her.

PATCHOGUE, L. I., Dec. 29.—At 9 o'clock this morning the steamer Drumelzier is resting more quietly in the outer bar, three-quarters of a mile off Fire Island Point. The Captain and crew are still on board and can be seen scurrying about the ice-clad decks, over which the seas are still washing.

The tug which was seen alongside last night has fastened a heavy hawser to the Drumelzier, which is reported to have steam up, and may remove the Captain and crew should the former's obstinacy which prevented him abandoning the vessel on Monday morning moderate sufficiently to cause him to leave the vessel.

Another tug is now seen coming out of the west and will assist the one already lying close by.

The surf continues too high to permit the launching of the life boats. It is impossible to learn the extent of damage to the vessel, but it is believed she is in bad condition and no attempt to float her can be made before the sea subsides sufficiently to permit the lightening of the cargo. This, however, can not be accepted until more favorable weather follows and lighters arrive from the city.

The crew on board last night suffered extreme hardships by the water-filled cabin and intense cold. The great south bay is filled with floating ice and the greatest difficulty is sustained in securing news from the scene of the wreck. It being accessible only by telephone relays over the 30-mile stretch of beach to the mainland. Last night $100 could not induce bay men to cross the treacherous ten miles extent of bay to visit the beach and reporters are strung along the south side of the island in a desperate but futile attempt to reach Fire Island. Cable communication is broken to that point which still further destroys news facilities.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

JAPANESE ARMY TAKES AN IMPORTANT FORT

Besieging Army Captures Fort Erlungshan After a Desperate Battle With Russians. Fort Is Regarded in Naval and Military Circles As One of the Highest Importance.

LONDON, Dec. 29.—Baron Hayashi, the Japanese Minister to Great Britain, received a telegram from Tokio today announcing that the Port Arthur besieging army captured, on Wednesday night, Fort Erlungshan. The capture of the fort is regarded in naval and military circles here as of the highest importance, and will materially hasten the fall of the fortress.

OFFICIAL REPORT OF THE CAPTURE OF THE HILL

The Port Arthur besieging army reports having left the center army at 10 a. m. Wednesday. They blew up the parapet in front of Erlungshan fort, then, occupying the parapet by assault, they constructed defensive works under cover of heavy guns and field guns, despite the fire of the enemy. After the placing in position of heavy guns the army proceeded to the George fort, when the enemy was eventually dislodged after a stout resistance, when the fort fell into our hands at 7:30 in the evening.

The Japanese casualties in the capture of the height are estimated at 1,000 killed and wounded.

GENERAL CONDITION OF TROOPS IS IMPROVED

ST. PETERSBURG, Dec. 29.—A dispatch from a correspondent of a newspaper who is with General Kuropatkin states that the General told him in a recent interview that he had personally examined into the details regarding the condition of the Russians at every position.

General Kuropatkin declared that he was more than content with the state of affairs as the percentage of the sick was below that in time of peace. This was due to the pure air, a mild winter and the absence of barracks, which always has an ill effect upon the health of the troops.

RUSSIANS AT TOULON TO GET SHIPS BUILT

NICE, Dec. 29.—It is stated that the purpose of the visit of three Russian officials who have arrived at Toulon is to try to arrange for the immediate construction of several warships. They have offered to pay highly, it is said, for excessive speed in the completion of the vessels.

"I NEED THE MONEY"

Wrote Charley Burke to His Employers, Before Leaving With the Funds.

GLOOM AT BAKER THEATER

Young Candy Agent, His Wife and the Week's Receipts Have Disappeared.

"I am sorry that I have to do this," apologized Charley Burke, in a letter to his employers Tuesday, "but I need the money." Then he quit the Baker Theater, taking with him $70. The police are looking for him with a warrant charging grand larceny.

Until Monday night Burke, who is about 22 years old, was the "boss candy butcher" at the theater. He sold chocolates, salted peanuts and other sweetmeats calculated to add to the enjoyment of melodrama. Garbed in a neat fitting gray uniform coat he passed through the aisles during intermissions and disposed of considerable goods. The Theatrical Supply Company of Buffalo, which controls the candy privilege at the theater, employed him. Burke came to Rochester about a month ago, bringing with him a demure looking young woman who guarded the sweetmeat case at the main entrance and smiled upon patrons.

Several Bills Unpaid

From Saturday to Monday there were no banks open so that Burke could put the money he had beyond temptation. The roll of bills proved too much for him to withstand, and he made up his mind to decamp. The demure young woman went with him.

Tuesday he sent his keys and bank book to the theater. Their receipt there caused an investigation, which was followed by the sending of a telegram to the Lyceum Theater, Buffalo, notifying Burke's employers of his disappearance. One of the firm came to town yesterday and continued the inquiry. He learned that the young man had left town without the formality of paying for his lodgings. There are also numerous other items of a trifling nature, which in the aggregate amount to a considerable sum, charged against him at various places. It was also learned that the demure young woman was for a time in one of the local hospitals. The bill for her attendance there is still unpaid, according to the theater employes.

The manager of the Buffalo concern, after satisfying himself that Burke had really left town, applied for a warrant for his arrest.

WIDESPREAD REVOLUTIONARY OUTBREAKS ON RUSSIAN FRONT

BERLIN, Dec. 29.—Reports received here from the Russian frontier state that widespread revolutionary outbreaks have occurred. Railways have been destroyed, bridges damaged and the telegraph lines cut. Bomb outrages are also reported from various towns. In the revolt at Kielce, Poland, many persons were killed and wounded and the same condition of affairs is reported from Kourk, where factories were demolished by the rioters. The Czar was burned in effigy in scores of towns.

TOO LATE TO CLASSIFY

BAKER Bath Cabinets for every house in city. Sufferers please notify S. Baker, 40 Pearl Street, City. 1229

AMBASSADOR CHOATE WILL NOT RETIRE UNTIL SPRING



AMBASSADOR CHOATE

LONDON, Dec. 29.—While numerous semi-official statements have been published here that Ambassador Choate is about to retire from diplomatic life, it can be stated that Mr. Choate has not sent his resignation or any communication on the subject to President Roosevelt or the State Department, nor has he received any inquiry either from the President or Secretary Hay concerning his future plans.

It can be safely asserted, however, that it is Mr. Choate's intention to tender his resignation soon after the inauguration of President Roosevelt.

"Six years is a long slice out of the life of a man of my age," said Mr. Choate recently to friends here, "and while I have enjoyed the life and the people I have met in England, I have determined to go home and devote the remainder of my time to looking after my own affairs."

ANXIETY FELT FOR SAFETY OF BIG SOUND PASSENGER STEAMER

BOSTON, Dec. 29.—Great anxiety is felt here today for the big Sound steamer, Puritan, bound from Fall River to New York, which was reported early today at anchor off Stonington with a broken wheel in a heavy sea with the wind blowing 40 miles an hour. The information as to the peril of the steamer came through the wireless telegraphy station at Point Judith. The message said that the freight steamer Boston, of the same line, had been signalled and had gone to the assistance of the big passenger boat.

It was said that a rod in the wheel of the Puritan broke, preventing her from continuing her trip. The accident occurred between 1 and 2 o'clock. By long distance telephone it was learned from Point Judith this morning that at 7:30 o'clock the Puritan was still at anchor where the accident occurred. So far as could be told, the vessel was not aground. The wind, it was said, had moderated to 30 miles an hour. The big boat had just passed through the rough waters off Point Judith and was off Watch Hill when the break to the wheel occurred. There was a good complement of passengers aboard.

The steamer Puritan is one of the biggest sidewheelers in the world and is second in size in the Fall River fleet.

FIERCE CONFLAGRATION IN ZURICH

ZURICH, Dec. 29.—A conflagration in which 40 factories were destroyed occurred here last night. The loss is very heavy.

POLITICAL POT BOILS

Race for Senatorship Between Messrs. Black and Depew Grows Warmer Every Day.

GOVERNOR ODELL IS SILENT

Has Not Yet Announced His Preference But Will Do So Within a Few Days.

NEW YORK, Dec. 29.—Secret conferences which were held at the Republican Club yesterday between Governor Odell, ex-Governor Frank S. Black and the supporters of the latter's candidacy for United States Senator as successor to Chauncey M. Depew, were believed to portend a long-expected announcement from Governor Odell.

As a result of his protracted talks yesterday, the Governor was expected to pronounce himself in some fashion, either for Mr. Depew or Mr. Black, or to make a declaration that he would take no part in the senatorial contest. Up to a late hour the conferences were still in progress. The Governor declined to see other than political callers.

Another Conference Today

There will be another conference today. Although yesterday's conference lasted many hours apparently no decision had been reached when time came for adjournment. A final decision is looked for today.

None of the men who took part in the conference would say what form the discussion took. The Governor did not tell the supporters of Mr. Black what he had made up his mind to do. The only statement he would make for publication was that he had nothing to say about the senatorship.

"I may make a statement today," he said, "but I shall not promise positively. I think that everybody will be satisfied when the question is decided."

The series of talks began in the morning and continued without interruption practically all day.

Mr. Aldridge There

Early in the afternoon former Governor Black and a few of his friends, including George W. Aldridge of Rochester, Secretary of the State Railroad Commission, and Senator Edgar T. Brackett of Saratoga, met at the Manhattan Hotel. Later they were all said to be closeted with Governor Odell at the Republican Club.

Others who were said to be in conference at the latter place were: W. L. Ward of Westchester, Judge Julius M. Mayer, State Senator Malby and Louis F. Payn.

During the afternoon Mr. Black was asked if there was any truth in the report that Governor Odell had told him he could not support him for Senator.

"You will have to ask the Governor about that," replied Mr. Black.

"Sounding Party Sentiment"

From a source close to Mr. Depew it was ascertained that Mr. Depew was unaware of the purport of the Odell-Black conferences and that the Senator did not know what to expect as an outcome of them. The Depew men supposed Governor Odell was "sounding party sentiment," and that when he found out what it was he would get into line with it.

What transpired at the talk between Governor Odell and former Lieutenant Governor Timothy L. Woodruff on Tuesday was kept secret.

Senator Platt was not in town yesterday, having gone to Highland Falls, N. Y., to remain until tomorrow.

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ST. PETERSBURG, Dec. 29.—All departments of work on Russia's 25 state railroads, including signalling, have been opened to women, of whom 22,000 are already employed. This move on the part of the government is caused by the drafting of all available men for war purposes.

For the best and quickest results place your want ads in THE TIMES.

M'MILLAN HOMESTEAD IS DESTROYED AND THREE OF FAMILY BURNED TO DEATH

Flames Discovered Shortly After 4 O'Clock This Morning by a Servant, Who, With Miss Luna McMillan, Were the Only Ones to Escape. Burned Residence the Home of One of Livingston's Oldest and Wealthiest Families.

LIVONIA, Dec. 29.—The most disastrous fire that ever occurred in Livingston County destroyed the McMillan farmhouse at the head of Conesus Lake at 4 o'clock this morning, and three members of the McMillan family were burned to death. The dead are:

FRANK M'MILLAN, aged 76.

MISS LOTTIE M'MILLAN, aged 68.

CHARLES M'MILLAN, nephew of Frank McMillan, aged 49.

One sister, Miss Luna McMillan, aged 65, and a servant, Miss Mary Borman, aged 35, of Rochester, escaped in their night clothes and are now at a neighbor's house suffering from severe shock and exposure.

Discovered By a Servant.

The fire was discovered by the servant, Miss Borman, shortly after 4 o'clock. She had been awakened by the smell of smoke and going into the cellar discovered flames issuing from the woodwork around the furnace.

She made her way upstairs as rapidly as possible and tried to arouse the sleeping inmates, but the only one she succeeded in getting out of the house was Miss Luna McMillan. Both women hurried to a neighbor's house and gave the alarm, but it was too late to save either the other inmates or the residence.

The house was situated in a sparsely settled community and before enough men could be gathered at the scene to do anything to check the flames, the house was in ashes. The three inmates who were burned to death knew nothing of the fire until the flames had crept into the upper story and into their sleeping rooms.

Burned House a Landmark.

The McMillan homestead was one of the oldest and best known residences in Livingston County. It was a story and one-half frame structure and was located at the head of Conesus Lake, on the east side. The farm consists of between 600 and 700 acres and the McMillan family is among the wealthiest in this county.

Frank McMillan, who was regarded as the head of the family, is estimated to have been worth between $300,000 and $400,000.

The only surviving relative of the McMillans, aside from his sister, Miss Luna, who escaped from the burning house, is a brother of Frank, Major James McMillan of Georgetown, D. C.

The buildings on the farm were totally destroyed and the monetary loss will be in the neighborhood of $15,000. The furnishings of the residence were of the most expensive kind and there were many intiquities and rare paintings destroyed.

Search will be made in the ruins to recover the bodies, but it is believed that the unfortunate inmates were burned to ashes.

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Southern Pacific .	65⅛	65½	64½	65⅜
St. L. Southw'n Pfd	58½	58⅝	58¼	58⅜
Southern Railway.	35⅜	35⅜	34⅜	35½
Southern Ry. Pfd.	97	97	97	97½
Tenn. Coal & Iron	73⅛	72½	71⅜	73⅛
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FRANCE TO SEND BATTLESHIPS

PARIS, Dec. 29.—It is rumored in naval circles that two battleships will be sent to Morocco immediately to assist in suppressing the threatened disorders there.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

SIBLEY, LINDSAY & CURR CO.

Remnants of Dress Goods.

A third taken from the yard price is making a quick distribution of these short lengths of dress goods.

Remnants contain from a yard to four and one-half yards. You will find enough for a separate waist or a child's dress in most of them. Light and dark colors; plain fabrics and fancy weavings.

A New Dress for the Miss.

Prettiest of dresses for the school miss seek to save mothers the bother of dressmaking.

Inexpensive in the first place these stock clearance days bring still lower prices. A glimpse at one of the Main street windows will tell you more than we do here.

Gretchen dresses of brown, red, and blue flannel, made with round yoke and bertha trimmed with white braid, gathered skirt, suit lined throughout, reduced from $2.19 to $1.49.

Buster Brown dresses of blue, red and brown cashmere, made with round yoke, box plaited front and back, trimmed with stitched straps, white braid and buttons, patent leather belt, bishop sleeves with cuffs, lined throughout, reduced from $2.75 to $2.25.

Russian dresses of shepherd check suitings--blouse with standing collar, side strap, and cuffs and belt of red flannel trimmed with fagotting braid, full kilted skirt, lined throughout, reduced from $2.75 to $2.25.

Peter Thompson dresses of blue and brown serge—blouse with embroidered emblems on shield, collar and sleeve, gored skirt, lined throughout, reduced from $4.95 to $3.50.

Felt Slippers 59c

There were several hundred pairs of those warm felt slippers for women which we made 59c yesterday, so there are plenty left for a day or two's selling.

Here's the biggest bargain in this sort of footwear we have ever known. They are all dollar numbers.

There is black, dark green and red, some are plain and some fur trimmed.

SIBLEY, LINDSAY & CURR CO.

Great Removal Sale
Of Our Large
SHOE STOCK
Commencing January 5th.
It Will Pay You to Wait.
GOULD, LEE & LUCE,

NEW YORK CENTRAL
EXCURSION
Monday, January 2nd

Syracuse and Return -	$1.65
Buffalo and Return - -	$1.25
Niagara Falls and Return -	$1.25

Good going on morning trains and returning on afternoon and evening trains.

NOTICE TO CREDITORS—Pursuant to an order of Hon. George A. Benton, Surrogate of Monroe County, notice is hereby given, according to law, to all persons having claims or demands against Frank E. Byam, late of the City of Rochester, County of Monroe and State of New York, deceased, to present the same, with the vouchers thereof, to the undersigned, Isabella Page, executrix, at her place for the transaction of business as such executrix, at 17 and 18 Elwood building, in the City of Rochester, N. Y., on or before the first day of January, 1905.
Dated June 22, 1904.
ISABELLA PAGE,
Executrix.
Peck & Whitbeck, Attorneys for Executrix, 17 and 18 Elwood Building, Rochester, N. Y. 6-27-law-4m

NOTICE TO CREDITORS.—Pursuant to an order of Hon. George A. Benton, Surrogate of the County of Monroe, no-

LADIES' RELIEF
Compound Cotton Root Tablets will positively remove the most obstinate female irregularities, obstructions, etc., from any cause, in twelve hours. Price $1. Guaranteed. A powerful harmless regulator for women. Will not injure the most delicate person. Failure impossible. Specialist of 40 years' experience. Ladies' Relief particulars and testimonials free. Lady attendant. Office or mail. Hours 12 to 6 P. M. Saturdays 12 to 9 P. M. Address Dr. Darwin Co. 103 Beckley Bldg., opposite Lyceum Theater, Rochester, N. Y.

LADIES. DR. LaFRANCO'S COMPOUND.
Safe, speedy regulator; 25 cents. Druggists or mail Booklet free. DR. LaFRANCO, Philadelphia, Pa.

CHIEF J. P. CLEARY RESIGNS FROM THE POLICE DEPARTMENT

Mayor Cutler Pays Glowing Tribute to Honorable Record of the Retiring Official in the Civil War, in Police Work and the G. A. R.

SCHOEFFEL WILL ACT AS CHIEF UNTIL A SUCCESSOR IS NAMED

Continued ill health caused Chief of Police Cleary to send a formal resignation to Commissioner of Public Safety Gilman yesterday. The date fixed upon by the chief is March 1, 1905. He has been in command of the department nearly 20 years, and reached the position after passing in succession from the grade of patrolman to that of roundsman, lieutenant, captain and chief. His formal letter to Commissioner of Public Safety Gilman follows:

I have the honor to state that after 28 years continuous service in the Police Department of the City of Rochester, having been appointed as a patrolman on the first day of December, 1876, and having been promoted from patrolman to the different grades of day roundsman at large, detective, lieutenant, captain and chief of police up to the present time, that I have always endeavored to the best of my ability and judgment to serve the citizens of Rochester and my superior officers faithfully in the discharge of my very strenuous duties, especially as chief of the department.



COL. JOSEPH P. CLEARY.

My duties as chief of police for the last four years have been very strenuous, there being no limit to my hours of duty. In that time I have personally investigated three murder cases, assisted by the District Attorney, where I was obliged to be up night and day in my office for six or seven weeks at a time in each case, thus impairing my health very materially, and in which condition I find myself at the present time, and of which my physicians are fully aware, and I feel it my duty to sever my connection with the police for the benefit of my health and to give my superior officers an opportunity to secure the services of some younger man who is physically able to attend to the duties of the office of chief of police. It will take me some time to straighten up the affairs of my office and turn it over to my successor.

I take this occasion to extend my sincere thanks to His Honor, Mayor James G. Cutler, and to Hon. George A. Gilman, Commissioner of Public Safety, for many acts of kindness and courtesies extended to me during my time as chief of police under their administrations.

Under these conditions, I most respectfully request to be retired from the department, and my name placed on the pension roll of the Police Department of the City of Rochester, to take effect the first day of March, 1905.

The letter was immediately transmitted to Mayor Cutler, who, in accepting the resignation, paid a high tribute to the retiring official. In conclusion the Mayor expressed his personal regard for "one who, as a police officer, a soldier and a past department commander of the Grand Army, has so long occupied an important place in the hearts of his comrades and many friends."

Chief Cleary's Life

Joseph P. Cleary was born in Limerick, Ireland, March 11, 1842, and came to Rochester at the age of 12 years. He joined his brother, N. F. Cleary. In 1858 the brothers engaged in the nursery business near Chicago. At the outbreak of the Civil War, Joseph P. Cleary returned to Rochester and enlisted in Company E, Thirteenth New York Infantry.

The Old Thirteenth Regiment, in command of General Quinby, saw heavy fighting at Blackborn's Ford, First Bull Run, the siege of Yorktown, Hanover Court House, Mechanicsville and Gaines Mill.

At Gaines Mill, Cleary was captured by the rebels, while he was assisting a wounded comrade, and was sent to Libby Prison, where he spent three weeks, afterward being transferred to Belle Isle. On Aug. 6, 1862, he was exchanged and conveyed under a flag of truce to Harrison's Landing, then the base of supplies of General McClellan.

At the Battle of Bull Run

At the second battle of Bull Run, Corporal Cleary was severely wounded. He was taken through the lines to Washington and removed to the hospital on Meriden Hill. Later he was transferred to Annapolis, where he remained to Dec. 2, when he rejoined his regiment before Fredericksburg. On the morning of the battle of Chancellorsville the term of enlistment of the Thirteenth expired and the regiment was sent to Elmira and mustered out of service.

June 29, 1863, the Fourteenth New York Heavy Artillery was organized, with some of the members of the Old Thirteenth as a nucleus. Cleary went out as sergeant major of the regiment. Fotomac under General Grant. It was engaged in the battle of the Wilderness, during which Lieutenant Cleary was acting adjutant of the regiment.

The Fourteenth was engaged in the battles of Spottsylvania Court House, North Anna River, Cold Harbor, Petersburg and Weldon Railroad. At Weldon Railroad Lieutenant Cleary was placed in command of the 179th Regiment, whose officers were on the sick list. At Spottsylvania Court House he was promoted to be first lieutenant and at Pegram's farm, to captain, in command of a battalion. The battalion moved back to the front of Petersburg for the winter, and Captain Cleary was placed in command of six mortar batteries in front of Fort Hell. In the following March he was wounded in the head by an exploding shell. In the same month he was promoted to major and his command was attached to Tidball's Artillery Brigade, which went as far as Berksville Station, supporting the center of Grant's army.

After Lee's surrender the Fourteenth marched to Washington and thence to Carrytown, making headquarters at Fort Reno. Major Cleary had been breveted Lieutenant Colonel by Governor Fenton of New York in May, 1865, and was brevetted Major of United States Volunteers by act of Congress for gallant conduct at Ford Stedman, March 25, 1865. He was afterward made full Major of his regiment.

His Police Record

Major Cleary was appointed night patrolman Dec. 1, 1876, by Commissioners Moore, Hebard and Howes. He served until 1878, when he was given a day beat, and in the following year was appointed a roundsman. He was made a detective in 1879, and a lieutenant in 1881. In 1883 he was promoted to captain and two years later became superintendent of police. The title of this office was later changed to chief of police. He earned his promotion step by step, and as chief brought into play the knowledge and experience gained in the lower positions. He has accomplished much for the Police Department, fact recognized by Commissioner Gilman and the Mayor.

Chief Cleary is connected with various veteran organizations, having first joined O'Rorke Post, G. A. R., in 1878. He afterwards became the first commander of E. G. Marshall Post, 26. He was re-elected commander three times. He represented his post as delegate to several department and national encampments.

In 1899 Chief Cleary was elected department commander of the Grand Army of the State of New York, by a unanimous vote, a compliment not paid to any other department commander. He has always taken an active interest in Grand Army work, and generous in his donations for the relief of destitute veterans. He has a very large number of friends, limited by no means to Rochester, or even to New York State.

Chief Cleary will retire on half pay, $1,200 per year. Deputy Chief Schoeffel will act as chief until Chief Cleary's successor is appointed. The position is noncompetitive by consent of the State Civil Service Commission.

Civil Service Examinations

The State Civil Service Commission will hold examinations Jan. 21, 1905, for examiner in drawing, Education Department, and for inspector, State Board of Charities. Application must be made for these examinations on or before Jan. 16.



HEINZ
57 Varieties

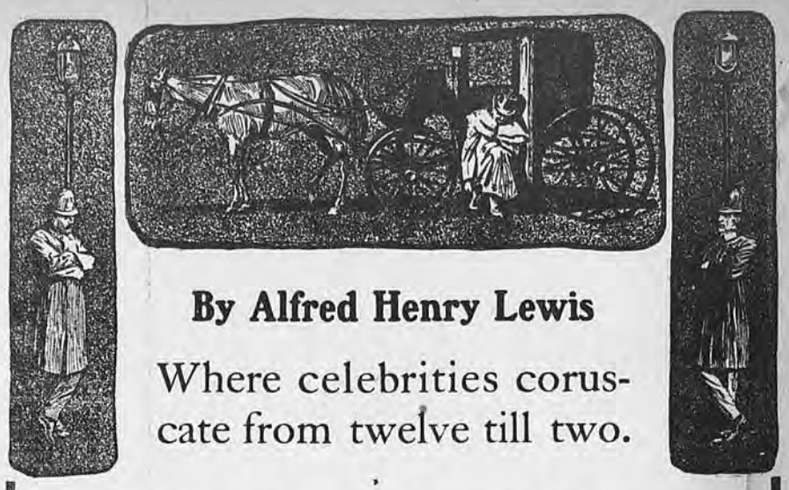
Pure Vinegar

Many have the impression, and quite reasonably so in these days of harmful food adulteration, that wholesome vinegar is no longer obtainable. The idea is a mistaken one.

HEINZ
PURE MALT VINEGAR

made from malted barley by fermentation and natural acidulation, possesses in the highest degree purity, healthfulness and delicacy of flavor.

The Lights of Long Acre



By Alfred Henry Lewis

Where celebrities coruscate from twelve till two.

In the General Manager's Car
By J. E. CALKINS
A comedy of dots and dashes that changed the Inspection Special to the Honeymoon Limited.

Clean Streets and Clean Government
By David Buffum
Making the White Wings good enough to fly.

Use and Abuse of Inside Information
By Edwin Lefèvre
An article about how Wall Street plays the game with loaded dice.

Old-Time Hosts and Hospitality
By Rebecca Harding Davis
Something about the ghost of New Years past.

OUT TO-DAY
Sold Out To-Morrow
Buy your copy to-night of this week's number of
THE SATURDAY EVENING POST
An illustrated weekly magazine, selling more than 730,000 copies a week. 5 cents the copy, or sent to any address every week for four months on receipt of only 50 cents.
THE CURTIS PUBLISHING COMPANY, PHILADELPHIA, PA.

CAPTAIN ELECTED FOR 25TH TIME

Hancock Volunteers Chose Officers for 1905 at the Annual Meeting Last Night.

For the 25th consecutive term, Captain Millard T. Morse was last night elected President of the Hancock Volunteers, one of Rochester's oldest and most famous political organizations. Captain Morse is the only President the club has had since its formation. He is also Commander of the crack drill corps of the club.

The full list of officers elected at last night's annual meeting is as follows: President, Millard T. Morse; First Vice President, Dr. George Tegg; Second Vice President, A. T. Aab; Secretary, George E. Peart; Treasurer, John Knarr, Sr.; Conductor, A. H. Webster; Sergeant-at-arms, J. E. Thorn; Trustees, John Cawthra, Charles Link and George F. Nunnold; Inspectors of Election, Alfred Hall, George Seibert and Henry Ford.

The members of the club were entertained at luncheon by the officers after the election. Music was furnished by Link's Band.

Sent to S. I. S.

SPENCERPORT, Dec. 29.—Benjamin H. Place, 15 years old, was sent to the State Industrial School, Tuesday, by Judge O. P. Colby. Place was accused of taking a watch from Mrs. Charles Hall of this place, on Sunday morning. Sunday afternoon Officer Frank J. Russ found Place with the watch. Place was convicted of burglary last July and sentenced to the State Industrial School but it being his first offense, he was placed on parole.

A GUARANTEED CURE FOR PILES
Itching, Blind, Bleeding or Protruding Piles. Druggists will refund money if PAZO OINTMENT fails to cure in 6 to 14

COUNTY COURT, MONROE COUNTY.—Mary A. Van Voorhis vs. George A. Gillette, Henry J. Stevenson, et al.

Notice is hereby given that pursuant to a judgment of foreclosure and sale entered in this action in Monroe County Clerk's office on the 24th day of March, 1904, I, the undersigned Referee appointed in and by said judgment for that purpose, will sell at public auction, on the 7th day of January, 1905, at 11 o'clock in the forenoon of that day, at the front vestibule of the Court House in the City of Rochester, New York, the following described premises:

"All that tract or parcel of land, situate in the Town of Brighton, County of Monroe, and State of New York, being the same land described in and conveyed by a certain deed executed by Quincy Van Voorhis and wife to John J. Hevero'i, dated March 29th, 1892, and acknowledged April 4th, 1892, and recorded in the Clerk's office of said county in Liber 502 of Deeds at page 418; and also described in a certain other deed made by Arthur E. Sutherland, Referee, to Quincy Van Voorhis and dated January 30th, 1894, and recorded in said Clerk's office in Liber 537 of Deeds at page 28, and consisting of about forty acres; and being the farm owned and occupied by James Duck in his lifetime, and sometimes called the Duck farm.

Dated, Rochester, N. Y., November 25th, 1904.

GEORGE B. DRAPER,
Referee.
11-26-law-6w

NOTICE TO CREDITORS—Pursuant to an order of Hon. George A. Benton, Surrogate of the County of Monroe, notice is hereby given, according to law, to all persons having claims or demands against Hannah H. Alleyn, late of the City of Rochester, County of Monroe, State of New York, deceased, to present the same, with the vouchers thereof, to the undersigned executor, Rochester Trust & Safe Deposit Company, at its place for the transaction of business as such executor, at its office on Exchange Street, Rochester, N. Y., on or before the 19th day of May, 1905.
Dated Nov. 18th, 1904.
ROCHESTER TRUST & SAFE DEPOSIT CO.,
Executor of Hannah H. Alleyn, Deceased.
Baker & Remington, Attorneys for the Executor, 829, 830 and 831 Powers Building, Rochester, N. Y. 11-19-law-6m

NOTICE ... EDITORS—Pursuant to ... Hon. George A. Benton, ... County of Monroe, notice ... according to law to all ...

COUNTY COURT, MONROE COUNTY.—John C. A. Upton, Plaintiff, against Lydia Upton, individually, and as administratrix of the estate of Julia Foote, deceased, James Henry Clark, Edward Clark, Elizabeth Ann Wright, Laura Clark, Esther Downs, Henry Brownyard, Libbie Brownyard, his wife; Esther Cook, Margaret Mosher, Reuben Brownyard and Mary Brownyard, his wife; Charles Clark, Harriet Clark, his wife; Laurietta Wright, Edward Clark, J. D. Clark, Emma Clark, his wife; Emert Clark North, George Clark and Mary Clark, his wife, (the name Mary being fictitious, her given name being unknown); Henry Whitbeck, Mary Whitbeck, his wife; Dora Davis, Ann Wright, Peter Whitbeck, Andrew Whitbeck, Melinda Cook, Lizzie Antes, and all of the heirs at law and devisees of Dora Whitbeck, deceased, whose names are unknown.

To the above-named defendants:

You are hereby summoned to answer the complaint in this action and to serve a copy of your answer on the plaintiff's attorney within twenty days after the service of this summons, exclusive of the day of service; and, in case of your failure to appear or answer, judgment will be taken against you by default for the relief demanded in the complaint.

Dated this 14th day of November, 1904.

H. G. PIERCE,
Plaintiff's Attorney.
Office and Postoffice address, 309 Ellwanger & Barry Building, Rochester, N. Y.

To Edward Clark, James Henry Clark, Elizabeth Ann Wright, Margaret Mosher, Reuben Brownyard, Mary Brownyard, Charles Clark, Harriet Clark, J. D. Clark, Emma Clark, Emert Clark North, George Clark, Mary Clark, Henry Whitbeck, Mary Whitbeck, Dora Davis, Ann Wright, Peter Whitbeck, Andrew Whitbeck, Melinda Cook, Defendants:

The foregoing summons is served upon you by publication pursuant to an order of Hon. Arthur E. Sutherland, County Judge of Monroe County, New York, dated the 19th day of November, 1904, and filed with the complaint in the office of the Clerk of Monroe County, at Rochester, N. Y.

H. G. PIERCE,
Plaintiff's Attorney.
Office and Postoffice address, 309 Ellwanger & Barry Building, Rochester, N. Y.
11-23-law-6w-7t

NOTICE TO CREDITORS—Pursuant to an order of Hon. George A. Benton, Surrogate of the County of Monroe, notice is hereby given, according to law, to all persons having claims or demands against

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

A New Dress for the Miss.

Prettiest of dresses for the school miss seek to save mothers the bother of dressmaking.

Inexpensive in the first place these stock clearance days bring still lower prices. A glimpse at one of the Main street windows will tell you more than we do here.

Gretchen dresses of brown, red, and blue flannel, made with round yoke and bertha trimmed with white braid, gathered skirt, suit lined throughout, reduced from $2.19 to $1.49.

Buster Brown dresses of blue, red and brown cashmere, made with round yoke, box plaited front and back, trimmed with stitched straps, white braid and buttons, patent leather belt, bishop sleeves with cuffs, lined throughout, reduced from $2.75 to $2.25.

Russian dresses of shepherd check suitings--blouse with standing collar, side strap, and cuffs and belt of red flannel trimmed with fagotting braid, full kilted skirt, lined throughout, reduced from $2.75 to $2.25.

Peter Thompson dresses of blue and brown serge—blouse with embroidered emblems on shield, collar and sleeve, gored skirt, lined throughout, reduced from $4.95 to $3.50.

Felt Slippers 59c

There were several hundred pairs of those warm felt slippers for women which we made 59c yesterday, so there are plenty left for a day or two's selling.

Here's the biggest bargain in this sort of footwear we have ever known. They are all dollar numbers.

There is black, dark green and red, some are plain and some fur trimmed.

SIBLEY, LINDSAY & CURR CO.

Great Removal Sale
Of Our Large
SHOE STOCK
Commencing January 5th.
It Will Pay You to Wait.
GOULD, LEE & LUCE,

NEW YORK CENTRAL
EXCURSION
Monday, January 2nd

Syracuse and Return	-	$1.65
Buffalo and Return	- -	$1.25
Niagara Falls and Return	-	$1.25

Good going on morning trains and returning on afternoon and evening trains.

NOTICE TO CREDITORS—Pursuant to an order of Hon. George A. Benton, Surrogate of Monroe County, notice is hereby given, according to law, to all persons having claims or demands against Frank E. Bynam, late of the City of Rochester, County of Monroe and State of New York, deceased, to present the same, with the vouchers thereof, to the undersigned, Isabella Page, executrix, at her place for the transaction of business as such executrix, at 17 and 18 Elwood building, in the City of Rochester, N. Y., on or before the first day of January, 1905.

Dated June 22, 1904.

ISABELLA PAGE,
Executrix.

Peck & Whitbeck, Attorneys for Executrix, 17 and 18 Elwood Building, Rochester, N. Y. 6-27-1a-w-6m

NOTICE TO CREDITORS.—Pursuant to an order of Hon. George A. Benton, Surrogate of the County of Monroe, notice is hereby given, according to law, to all persons having claims or demands against Phebe E. S. Blossom, late of the City of Rochester, County of Monroe, State of New York, deceased, to present the same with the vouchers thereof, to the undersigned administrators, at their place for the transaction of business as such administrators, at 837 Powers Building, Rochester, N. Y., on or before the 1st day of January, 1905.

Dated, May, 1904.

BESSIE O. SHAUGHNESSY,
FLORENCE ALLEN,
Administrators.

C. M. Allen, Attorney for Administrators. 6-15-law-6m

LADIES' RELIEF
Compound Cotton Root Tablets will positively remove the most obstinate female irregularities, obstructions, etc., from any cause, in twelve hours. Price $1. Guaranteed. A powerful harmless regulator for women. Will not injure the most delicate person. Failure impossible. Specialist of 40 years' experience. Ladies' Relief particulars and testimonials free. Lady attendant. Office or mail. Hours 12 to 5 P. M. Saturdays, 12 to 9 P. M. Address Dr. Darwin Co. 100 Beckley Bldg., opposite Lyceum Theater, Rochester, N. Y.

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Dr. Bull's Cough Syrup
Cures a cough or cold at once, Conquers croup, bronchitis, grippe and consumption. 25c.

Always Remember the Full Name
Laxative Bromo Quinine
Cures a Cold in One Day, Grip in 2 Days
E. W. Grove on every box. 25c

SCHOEFFEL WILL ACT AS CHIEF UNTIL A SUCCESSOR IS NAMED

Continued ill health caused Chief of Police Cleary to send a formal resignation to Commissioner of Public Safety Gilman yesterday. The date fixed upon by the chief is March 1, 1905. He has been in command of the department nearly 20 years, and reached the position after passing in succession from the grade of patrolman to that of roundsman, lieutenant, captain and chief. His formal letter to Commissioner of Public Safety Gilman follows:

I have the honor to state that after 38 years continuous service in the Police Department of the City of Rochester, having been appointed as a patrolman on the first day of December, 1866, and having been promoted from patrolman to the different grades of day roundsman at large, detective, lieutenant, captain and chief of police up to the present time, that I have always endeavored to the best of my ability and judgment to serve the citizens of Rochester and my superior officers faithfully in the discharge of my very strenuous duties, especially as chief of the department.



COL. JOSEPH P. CLEARY.

My duties as chief of police for the last four years have been very strenuous, there being no limit to my hours of duty. In that time I have personally investigated three murder cases assisted by the District Attorney, where I was obliged to be up night and day in my office for six or seven weeks at a time in each case, thus impairing my health very materially, and in which condition I find myself at the present time, and of which my physicians are fully aware, and I feel it my duty to sever my connection with the police for the benefit of my health and to give my superior officers an opportunity to secure the services of some younger man who is physically able to attend to the duties of the office of chief of police. It will take me some time to straighten up the affairs of my office and turn it over to my successor.

I take this occasion to extend my sincere thanks to His Honor, Mayor James G. Cutler, and to Hon. George A. Gilman, Commissioner of Public Safety, for many acts of kindness and courtesies extended to me during my time as chief of police under their administrations.

Under these conditions, I most respectfully request to be retired from the department, and my name placed on the pension roll of the Police Department of the City of Rochester, to take effect the first day of March, 1905.

The letter was immediately transmitted to Mayor Cutler, who, in accepting the resignation, paid a high tribute to the retiring official. In conclusion the Mayor expressed his personal regard for "one who, as a police officer, a soldier and a past department commander of the Grand Army, has so long occupied an important place in the hearts of his comrades and many friends."

Chief Cleary's Life

Joseph P. Cleary was born in Limerick, Ireland, March 11, 1842, and came to Rochester at the age of 12 years. He joined his brother, N. F. Cleary. In 1858 the brothers engaged in the nursery business near Chicago. At the outbreak of the Civil War, Joseph P. Cleary returned to Rochester and enlisted in Company E, Thirteenth New York Infantry.

The Old Thirteenth Regiment, in command of General Quinby, saw heavy fighting at Blackburn's Ford, First Bull Run, the siege of Yorktown, Hanover Court House, Mechanicsville and Gaines Mill.

At Gaines Mill, Cleary was captured by the rebels, while he was assisting a wounded comrade, and was sent to Libby Prison, where he spent three weeks, afterward being transferred to Belle Isle. On Aug. 6, 1862, he was exchanged and conveyed under a flag of truce to Harrison's Landing, then the base of supplies of General McClellan.

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At the second battle of Bull Run, Corporal Cleary was severely wounded. He was taken through the lines to Washington and removed to the hospital on Meriden Hill. Later he was transferred to Annapolis, where he remained to Dec. 2, when he rejoined his regiment before Fredericksburg. On the morning of the battle of Chancellorsville the term of enlistment of the Thirteenth expired and the regiment was sent to Elmira and mustered out of service.

June 29, 1863, the Fourteenth New York Heavy Artillery was organized, with some of the members of the Old Thirteenth as a nucleus. Cleary went out as sergeant major of the regiment and was promoted to be second lieutenant of Company B in October of the same year. During the winter of 1863 four companies were stationed at Sandy Hook, and during this time Lieutenant Cleary acted as post adjutant and post quartermaster. The company went to Washington the following spring, and was attached to the Third Brigade, First Division, Ninth Army Corps, under Burnside. The company marched to Warrentown Junction and joined the Army of the Potomac under General Grant. It was engaged in the battle of the Wilderness, during which Lieutenant Cleary was acting adjutant of the regiment.

The Fourteenth was engaged in the battles of Spottsylvania Court House, North Anna River, Cold Harbor, Petersburg and Weldon Railroad. At Weldon Railroad Lieutenant Cleary was placed in command of the 179th Regiment, whose officers were on the sick list. At Spottsylvania Court House he was promoted to be first lieutenant and at Pegram's farm, to captain, in command of a battalion. The battalion moved back to the front of Petersburg for the winter, and Captain Cleary was placed in command of six mortar batteries in front of Fort Hell. In the following March he was wounded in the head by an exploding shell. In the same month he was promoted to major and his command was attached to Tidball's Artillery Brigade, which went as far as Berksville Station, supporting the center of Grant's army.

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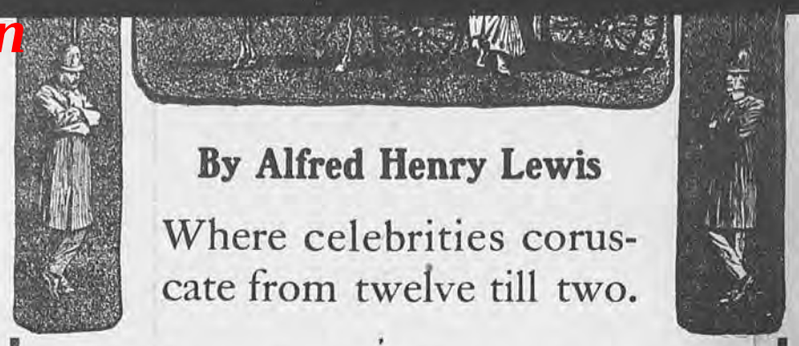
HEINZ
PURE MALT VINEGAR

made from malted barley by fermentation and natural acidulation, possesses in the highest degree purity, healthfulness and delicacy of flavor.

In sealed Glass bottles at your Grocers.

H. J. HEINZ CO., Pittsburg, Pa.



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The full list of officers elected at last night's annual meeting is as follows: President, Millard T. Morse; First Vice President, Dr. George Tegg; Second Vice President, A. T. Aab; Secretary, George E. Pearl; Treasurer, John Knarr, Sr.; Conductor, A. H. Webster; Sergeant-at-arms, J. E. Thorn; Trustees, John Cawthra, Charles Link and George F. Nunold; Inspectors of Election, Alfred Hall, George Seibert and Henry Ford.

The members of the club were entertained at luncheon by the officers after the election. Music was furnished by Link's Band.

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CASTORIA
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COUNTY COURT, MONROE COUNTY—Mary A. Van Voorhis vs. George A. Gillette, Henry J. Stevenson, et al.

Notice is hereby given that pursuant to a judgment of foreclosure and sale entered in this action in Monroe County Clerk's office on the 24th day of March, 1904, I, the undersigned Referee appointed in and by said judgment for that purpose, will sell at public auction, on the 7th day of January, 1905, at 11 o'clock in the forenoon of that day, at the front vestibule of the Court House in the City of Rochester, New York, the following described premises:

"All that tract or parcel of land, situate in the Town of Brighton, County of Monroe, and State of New York, being the same land described in and conveyed by a certain deed executed by Quincy Van Voorhis and wife to John J. Heverott, dated March 29th, 1892, and acknowledged April 4th, 1892, and recorded in the Clerk's office of said county in Liber 502 of Deeds at page 418; and also described in a certain other deed made by Arthur E. Sutherland, Referee, to Quincy Van Voorhis and dated January 30th, 1894, and recorded in said Clerk's office in Liber 537 of Deeds at page 58, and consisting of about forty acres; and being the farm owned and occupied by James Dack in his lifetime, and sometimes called the Dack farm."

Dated, Rochester, N. Y., November 25th, 1904.

GEORGE B. DRAPER,
Referee.
11-26-1a-w-6w

NOTICE TO CREDITORS—Pursuant to an order of Hon. George A. Benton, Surrogate of the County of Monroe, notice is hereby given, according to law, to all persons having claims or demands against Hannah H. Alleyn, late of the City of Rochester, County of Monroe, State of New York, deceased, to present the same, with the vouchers thereof, to the undersigned executor, Rochester Trust & Safe Deposit Company, at its place for the transaction of business as such executor, at its office on Exchange Street, Rochester, N. Y., on or before the 19th day of May, 1905.

Dated Nov. 18th, 1904.

ROCHESTER TRUST & SAFE DEPOSIT CO.,
Executor of Hannah H. Alleyn, Deceased.

Baker & Remington, Attorneys for the Executor, 829, 830 and 831 Powers Building, Rochester, N. Y. 11-19-1aw-6m

NOTICE TO CREDITORS—Pursuant to an order of Hon. George A. Benton, Surrogate of the County of Monroe, notice is hereby given, according to law, to all persons having claims or demands against William Donnelly, late of the Town of Wheatland, County of Monroe, State of New York, deceased, to present the same, with the vouchers thereof, to the undersigned administrator, Mary Donnelly, at her place for the transaction of business as such administrator, at 678 Powers Building, Rochester, Monroe County, N. Y., on or before the 15th day of March, 1905.

Dated Sept. 3, 1904.

MARY DONNELLY,
Administrator.

Smith & Hebbard, Attorneys for Administrator, 677-678-679 Powers Building, Rochester, N. Y. 4-6-1aw-6mo

COUNTY COURT, MONROE COUNTY—John A. Upton, Plaintiff, against Lydia Upton, individually, and as administratrix of the estate of Julia Foote, deceased, James Henry Clark, Edward Clark, Elizabeth Ann Wright, Laura Clark, Esther Downs, Henry Brownyard, Libbie Brownyard, his wife; Esther Cook, Margaret Mosher, Reuben Brownyard and Mary Brownyard, his wife; Charles Clark, Harriet Clark, his wife; Lauretta Wight, Edward Clark, J. D. Clark, Emma Clark, his wife; Emert Clark North, George Clark and Mary Clark, his wife, (the name Mary being fictitious, her given name being unknown); Henry Whitbeck, Mary Whitbeck, his wife; Dora Davis, Ann Wright, Peter Whitbeck, Andrew Whitbeck, Melinda Cook, Lizzie Antes, and all of the heirs at law and devisees of Dora Whitbeck, deceased, whose names are unknown.

To the above-named defendants:

You are hereby summoned to answer the complaint in this action and to serve a copy of your answer on the plaintiff's attorney within twenty days after the service of this summons, exclusive of the day of service; and, in case of your failure to appear or answer, judgment will be taken against you by default for the relief demanded in the complaint.

Dated this 14th day of November, 1904.

H. G. PIERCE,
Office and Postoffice address, 309 Ellwanger & Barry Building, Rochester, N. Y.

To Edward Clark, James Henry Clark, Elizabeth Ann Wright, Margaret Mosher, Reuben Brownyard, Mary Brownyard, Charles Clark, Harriet Clark, J. D. Clark, Emma Clark, Emert Clark North, George Clark, Mary Clark, Henry Whitbeck, Mary Whitbeck, Dora Davis, Ann Wright, Peter Whitbeck, Andrew Whitbeck, Melinda Cook, Defendants:

The foregoing summons is served upon you by publication pursuant to an order of Hon. Arthur E. Sutherland, County Judge of Monroe County, New York, dated the 19th day of November, 1904, and filed with the complaint in the office of the Clerk of Monroe County, at Rochester, N. Y.

H. G. PIERCE,
Plaintiff's Attorney,
Office and Postoffice address, 309 Ellwanger & Barry Building, Rochester, N. Y.
11-23-1aw-6w-7t

NOTICE TO CREDITORS—Pursuant to an order of Hon. George A. Benton, Surrogate of the County of Monroe, notice is hereby given, according to law, to all persons having claims or demands against Conrad Gleiser, late of the City of Rochester, County of Monroe, State of New York, deceased, to present the same with the vouchers thereof, to the undersigned Chas. F. A. Young and Peter Gleiser, Executors, at their place for the transaction of business as such Executors at 417 Ellwanger & Barry Building, Rochester, N. Y., on or before the 1st day of April, 1905.

Dated September 23d, 1904.

CHAS. F. A. YOUNG,
PETER GLEISER,
Executors.

Isaac M. Brickner, Attorney for Executors, 417 Ellwanger & Barry Building, Rochester, N. Y.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

THE NEWS OF WESTERN NEW YORK

COON HUNT WAS FATAL

Levant Chase, Aged 13 Years, Instantly Killed by Accidental Discharge of Shotgun.

SPECIAL TO THE EVENING TIMES

BATAVIA, Dec. 29.—Levant Chase, the 12-year-old son of Mr. and Mrs. Charles O. Chase, who live on the Byron-Bergen town line road, east of this village, by accident fatally shot himself on the H. W. Merriman farm, near his home, yesterday morning.

Frank Dibble, who works the Merriman farm, started for the woods on the place with a team for a load of wood, about 11 a. m., accompanied by Levant Chase and Mr. Merriman's son, Clark, who is about 13 years old. The two boys went to the woods to hunt.

They discovered a coon in the top of a tree and called Dibble to their assistance. The tree was chopped down, but lodged in the branches of another tree when about halfway over.

Young Chase seized his shotgun and started to climb over the severed tree trunk, apparently thinking the coon might jump from the limbs. He was on the trunk when the trigger struck one of the limbs, discharging the weapon.

The entire charge entered the boy's head, killing him instantly. Dibble and Clark Merriman placed the body in the wood wagon and took it to his home.

Coroner Snow of Batavia was summoned. Besides his parents, the boy leaves two brothers, Harry and Ray Chase.

TO TRY BREACH OF PROMISE CASE

Judge Lynn Will Preside at Pittsford Mock Trial Tomorrow Night. The Witnesses.

(Special to THE EVENING TIMES.)

PITTSFORD, Dec. 29.—Frank Dehmler, plaintiff, vs. Miss Allie Louise Kenyon, defendant, both of this place, is the title of an action in a mock trial to be held tomorrow evening at the Town Hall. Hiram M. Rogers, a young attorney of Rochester and a recent graduate of the Pittsford High School, is attorney for the plaintiff, and Frank Coneybear, of Rochester, for the defendant. Hon. John D. Lynn will be the presiding judge.

The witnesses are: Orla Welch, Miss Beatrice Ginn, Miss Lillie Wiley, Lou Miller, Eugene Barker, William Cleveland, Miss Ollie Evans is court stenographer, and Charles Emmons court crier. A small admission will be charged, the proceeds to be given for the benefit of the King's Daughters.

WADSWORTH FARM VISITED BY FIRE OF UNKNOWN ORIGIN

SPECIAL TO THE EVENING TIMES.

GENESEO, Dec. 29.—J. W. Wadsworth yesterday morning lost 25 tons of baled hay and a fine barn on the Maple lot, west of the village, by fire. The barn was on part of the home farm of Major W. A. Wadsworth and was rented to J. W. Wadsworth. It is suspected that boys who skated on a pond near may have left a cigarette stub around the barn and that it smouldered over night, finally setting the barn afire. The loss is about $1,000.

Red Men in Annual Meeting

SPECIAL TO THE EVENING TIMES

FAIRPORT, Dec. 29.—The seventh annual ball of Ka-Na-Hoot Tribe, Improved Order of Red Men, was held last evening. Music was furnished by a ladies' orchestra from Rochester.

The tribe has elected the following officers: Sachem, John Bahler; Senior Sagamore, John Dickinson; Junior Sagamore, Henry Schmidt; Prophet, Richard Dillon; Chief of Records, Frank Hyde; Keeper of Wampum, Lawrence Welch; Collector of Wampum, George Carroll; Trustees, Fred Richburg and John McCarthy; Keeper of Faith, John Finnegan.

Off for Sunny Florida

SPECIAL TO THE EVENING TIMES.

LYNDONVILLE, Dec. 29.—Mr. and Mrs. James Lake, Mr. and Mrs. C. B. Mitchell, Mrs. Dr. Fraser and Mrs. E. C. Barrett started Tuesday night for St. Petersburg, Florida, where they will spend the winter.

THEIR PAST RECORD

No Stronger Evidence Can Be Had in Rochester.

Look well to their record. What they have done many times in years gone by is the best guarantee of future results. Anyone with a bad back; any reader suffering from urinary troubles, from any kidney ills, will find in the following evidence proof that relief and cure is near at hand:

Mrs. E. A. Babcock, of 19 Alexander St., says: "Some twenty years ago I had a bad spell of sickness. One of the arteries in my limbs burst and I lost almost a pail of blood. I was left very weak and kidney trouble set in in a severe form. Backache laid me up on more than one occasion. The action of the kidneys was irregular, the secretions being too frequent. Learning of Doan's Kidney Pills I got a box and used them carefully as directed. I never found anything that acted so quickly and brought such positive relief. The aching and pains disappeared

DR. DUNLOP ARRESTED ON FORGERY CHARGE

Mt. Morris Physician Alleged To Have Forged Name of Capitalist G. C. Branch to Checks Accepted by Local Merchants.

(SPECIAL TO THE EVENING TIMES.)

MOUNT MORRIS, Dec. 29.—This village is scandalized over the behavior yesterday of Dr. S. R. Dunlop, the well known physician and surgeon who practiced in the village for the last two years. After borrowing $15 from Archibald Wasson, recently a candidate for Assembly on the Prohibition ticket, Dr. Dunlop boarded the Pennsylvania train at 8:45 a. m. for Rochester. It was but a short time later when numerous merchants were flying around town trying to find him.

Dr. Dunlop left not without reason, for a warrant was even then awaiting him, charging him with forgery, second degree, by passing a forged check for $15 on Justice Edward R. Creveling, a shoemaker of this village. He secured a warrant through Justice Charles Harding and placed it in the hands of Chief of Police Patrick O'Leary. Mr. Creveling had accepted a check from Dr. Dunlop, for $15, signed with the name of G. C. Branch, the well known capitalist of Mount Morris. Mr. Branch repudiated the check.

Mr. Branch learned yesterday that checks were out, bearing his name, unknown to him, and held by the following persons: William H. De Camp, druggist, check for $15; F. D. Harris, general store, $15; Nathan N. Nast, $15; John McMahon, proprietor American Hotel, $15; Mrs. Emma Dale, restaurant, $50.

Mrs. Dale has boarded the veteran doctor for a long time and within the last few days accepted two checks in payment for back board. One was for $20 and the other for $30. She turned the $20 check over to Grocer Alfred D. Donovan. Landlord McMahon says the doctor owes him $33 for board.

Chief of Police O'Leary telegraphed to Scotteville a description of the doctor, and the message was given the conductor. The latter went through his train and found a man he thought was Dunlop. Upon being asked if that was his name the man denied it. However, the same man left the train at the Genesee Junction.

Dunlop Arrested

Superintendent Hayden of Rochester was notified and sent a detective to meet the doctor. Detective McDonald drove out Genesee Street and was just in time to see a man leave a sleigh and board a car. McDonald gave chase and arrested Dunlop. He will be brought back to Mt. Morris this morning.

Dr. Dunlop came here two years ago from Tuscarora and worked up a good practice. He is 44 years old and has a wife and three children at Scranton, Pa. Dr. Dunlop served in the regular army and has medals for bravery on the field. He receives a pension of $1,100 per annum. He is said to have several wounds. He has diplomas from leading medical colleges. At one time he had a large practice in New York City.

MISSING ITALIAN IS BLAMED FOR SHOOTING

(SPECIAL TO THE EVENING TIMES.)

CANANDAIGUA, Dec. 29.—After an all-day session of the investigation by Coroner Warner, to get at the bottom of the Italian shooting affray which resulted in death for Guiseppe Sennecroppi, Dec. 22, but little was learned that will aid in prosecution of the guilty one, even if he ever be found.

Arthur Wilson, bartender for Boswell & Egan, told on the witness stand of six Italians and two Americans visiting the saloon and having loud words in a back room.

Frank Sennecroppi swore to being in the saloon with two American foremen employed at Mrs. Thompson's place, the two Suraci brothers, Mariafadi, Dominick Gallimi, Sennecroppi and one named Luigi. These are the principal characters in the case. Luigi is charged with firing the first shots in the quarrel which followed the departure from the saloon.

It was brought out that Luigi, who is missing, is little known in Canandaigua. His last name is not positively known, but the officials learn that one Luigi Nuratti has been in the village. Henry Griffin, another Boswell & Egan bartender, testified. The investigation will be resumed by Coroner Warner at 2 o'clock today.

BATH CITIZEN CELEBRATES SEVENTY-FIFTH BIRTHDAY

(Special to THE EVENING TIMES.)

BATH, Dec. 29.—Mr. and Mrs. Abram Beekman last evening gave a dinner in honor of Mr. Beekman's 75th birthday. Mr. Beekman, who is one of the prominent residents of the village, is in excellent health. He has resided the greater part of his life in Bath and for over 50 continuous years has been in business here. He is owner of the Beekman sash and blind factory, affording employment to many men. A few relatives and friends were Mr. Beekman's guests last evening, and the event was a most pleasant one.

LYONS

LYONS, Dec. 29.—Mrs. George Milem and daughter are the guests of Mr. and Mrs. Jennings in South Lyons.

Mr. and Mrs. Eugene Young of Syracuse and Mr. Otto Webler of Schenectady are being entertained by Mr. and Mrs. William Webler.

Mr. Frank Wells of Holland Patent has been engaged to conduct the Alloway creamery next season.

Mrs. Gertrude Rose of Rochester is the guest of her mother, Mrs. Bockoven.

The Wayne County Mail Carriers' Association will meet in Newark Jan. 1.

Mrs. Julia Rogers has returned from Detroit.

Charles Deuchler of Chicago is the guest of his parents, Mr. and Mrs. P. Deuchler.

Rev. E. M. Mills, D. D., will speak at the Methodist Church Sunday.

Mr. and Mrs. George Friend are entertaining Mr. and Mrs. Luck of Canada.

Mr. and Mrs. Streeter of Iowa are the guests of Mr. Streeter's parents on Broad Street.

Liberty Lodge Officers

COHOCTON, Dec. 29.—Liberty Lodge No. 510, F. and A. M., has elected the following officers for 1905: Master, E. S. Brown; Senior Warden, L. R. Partridge; Junior Warden, F. J. House; Treasurer, C. Oliver; Secretary, J. L. Waugh; trustee, three years, W. E. Waite. The following officers have been appointed by the Master-elect: Senior Deacon, W. D. Stanton; Junior Deacon, M. A. McDowell; Senior Master of Ceremonies, A. H. Wilcox; Junior Master of Ceremonies, D. Marsh; Marshal, E. A. Draper; Chaplain, C. Gray; Tyler, John Snyder. Officers will be installed Monday evening, January 9. The third degree will also be conferred.

FAIRPORT.

FAIRPORT, Dec. 29.—Charles Hammond of this village has purchased the Spring Brook Hotel at Egypt and will take possession next week.

William Collins, who lives on West Avenue, was arrested Tuesday morning by Officer P. A. Welch on the charge of non-support. He was taken before Justice of the Peace Henry A. Walker and the case was adjourned until Thursday at 4 o'clock.

The R. O. T. M. will hold its annual banquet and installation of officers in Brooks Hall Tuesday evening. W. D.

TELEPHONE ROMANCE ENDS IN A WEDDING

(Special to THE EVENING TIMES.)

SODUS, Dec. 29.—The telephone figures prominently in the romance of Miss Edna M. Stockard and Ross E. Beach, who were united in marriage yesterday at the home of the bride's parents, Mr. and Mrs. Albert T. Stockard, of this place. Miss Stockard has been manager of the Empire State Telephone exchange at Sodus for the last year and Mr. Beach was the day operator at Wallington. Mr. and Mrs. Beach left for a wedding trip which will include New York, Philadelphia and Washington. They will live at Sodus upon returning.

PALMYRA

PALMYRA, Dec. 29.—The following will spend the holiday week as stated: Louis M. Chase, with his family in town; Mr. and Mrs. William J. Bolt, M. D., of Buffalo, at Major McIntyre's, entertained by Mr. and Mrs. George S. Bush; Harry Williams of Buffalo and sister of Seneca Falls, with relatives; Miss Lulu Wilson, teacher at Monticello, N. Y., with Mr. and Mrs. Williamson; A. J. Hornsby of Schenectady and Miss Hornsby of Geneva, N. Y., at the homes of friends; Charles Parker, George Elton, Carl Weber and Mr. Sessions, from New York City, with their parents; Miss Grace Dunning, teaching in Greater New York, at home in Palmyra town; Miss Nellie Congdon, teaching at Sodus, is spending the week with her mother in Newark and Carl Boheim, from Syracuse, at home; John J. O'Brien of Port Gibson, with acquaintances; Charlie Drake of New York, Rob Van Duzer, wife and daughter of Newark, N. Y., at the home of Mr. and Mrs. J. K. Williamson; Louis Ziegler of Rochester, with his parents.

B. H. Davis and wife are spending a few days with their daughter at the home of William T. Webster in Montclair, N. J.

DELLINGER OPERA HOUSE TO BE REOPENED SOON

(Special to THE EVENING TIMES.)

BATAVIA, Dec. 29.—Edwin Houghton, proprietor of the Dellinger Opera House, has agreed with the village trustees to reopen his theater as soon as the necessary changes can be made to meet their requirements. The theater was closed soon after the Iroquois Theater disaster in Chicago and has been closed ever since. Mr. Houghton discussed the matter with the trustees at the regular meeting last evening.

RUSH

RUSH, Dec. 29.—Town Clerk William S. Wilson of East Rush has returned from a holiday visit with his mother, Mrs. John Wilson, and sister, Miss Martha H. Wilson, and brothers, Frank E. and Harry C. Wilson, of Brockport.

Mr. and Mrs. Albert Glosser, from Rochester, and Mr. and Mrs. Fred R. Rodenbush and little daughter, Martha, also from Rochester, spent Christmas with relatives in and around East Rush.

WHAT'S THE USE OF FOOD

unless it is turned into good red blood that rushes through the arteries and carries life and strength to every part of you? Many hearty eaters are thin, pale, languid and weak because they are in the clutches of nervous dyspepsia. With the friendly help of Vernal Iron Nerve Food Tablets you

WEDDINGS

Guthrie-Brooks

LE ROY, Dec. 29.—Miss Emma Brooks yesterday afternoon became the wife of Professor Joseph Edward Guthrie of Ames, Ia. The wedding service was performed at the Methodist Church by Rev. G. M. Harris of Rochester, formerly pastor of the Methodist Church in Le Roy. Only the immediate relatives and friends of the bride and groom were present.

Mr. and Mrs. Guthrie left for a Western trip and in a few days will go to Ames, Ia. Professor Guthrie is an instructor in the zoological department of the Iowa State College.

Robinson-Brown

CHURCHVILLE, Dec. 29.—Edna M. Brown and Alfred Robinson were married yesterday at the home of the bride's parents, Mr. and Mrs. Charles Thomas. The ceremony was performed by Rev. W. E. Williams, of the Methodist Episcopal Church.

The young people of the Methodist Church gave the bride a kitchen shower last week.

Mr. and Mrs. Robinson left on an Eastern trip, and after January 15th will be at home on the Kendall farm at Churchville.

Bonk-Miller

WATERLOO, Dec. 29.—Spencer G. Peak and Miss Maud T. Miller were quietly united in marriage Tuesday at the home of the bride's mother, Mrs. Emma Miller, in South Waterloo, Rev. J. Q. Adams performing the ceremony in the presence of the immediate families only.

Mr. and Mrs. Bonk will spend a week with relatives in the western part of this state, and will be at home after January 1, at the home of the bride's mother.

ST. MARY'S FAIR A BIG SUCCESS

Bemis Hall, Canandaigua, the Destination of Crowds to See Big Church Fair.

(Special to THE EVENING TIMES.)

CANANDAIGUA, Dec. 29.—The following is a list of some of the principal committees, through whose enterprise and good management the big holiday fair of St. Mary's Church, now being held in Bemis Hall, has been made such a big success:

Entertainment—W. F. Predmore, Rev. J. J. Clark, Julia Widman, Miss Hyde, Ethel Stewart, Ray O'Brien, Bessie Dugan, Bessie Doyle, John Enright, M. W. Tuohey, Elizabeth Burke, John E. Doyle, Dr. P. M. Donovan, C. E. Stewart, Frank Burke, John Mary, Will O'Brien, Richard Rechford, J. C. Costello, Gertrude Tuohey, James Hughes, Mary Keefe, John Scantlin, Lulu Mens, Frank Welch.

Newspaper—Frank Caplise, Agnes Farrell, Mary O'Neil, Margie Quinn, Anna McKenna, Mollie Carroll, Nellie Martin, Mary Ryan, Grace O'Connor, Christina Hilrech, W. J. Donovan, Patrick Turner, J. H. S. Kennedy, W. Martin, Andrew Brady, Jr., Rev. J. J. Clark, Fred Haubner, William Howley, William Haubner, Joseph Monto, John Law, Thomas McCarthy, Ed. Devereaux, Milton O'Neil, Irving O'Neil, John Gleason.

Reception—Thomas E. Murphy, Edward McNamara, A. J. McIntyre, C. J. Brady, James Scanlan, J. A. Taylor, W. D. Powers, J. H. McCormack, J. E. Devereaux, J. S. Flanigan, M. F. Kerwin, P. J. Doyle, D. W. Berrigan, Mrs. J. R. McLaughlin, Mrs. John Flynn, Mrs. H. H. Pohl, Mrs. Thomas Nix, Mrs. T. P. Murray, Mrs. Floyd Hutchens, Mrs. Thomas H. O'Brien, Mrs. Patrick Gleason, Mrs. P. Quigley, Mrs. T. P. Coyle, Mrs. Charles Lemon, Mrs. Frank Flynn, Mrs. H. Van Vooren, Miss Emma Caplise, Miss Elizabeth Murray, Miss Agnes Harrigan, Miss Katherine Dugan.

HENRIETTA

HENRIETTA, Dec. 29.—Rev. S. Banks Nelson, pastor of St. Peter's Presbyterian Church of Rochester, officiated at the funeral of Mrs. Mary Landers at her late home, Tuesday afternoon. A quartette from Rochester sang.

Floyd S. Winslow of Cornell University is spending a week with his mother, Mrs. B. S. Winslow.

Mr. and Mrs. Galloway and daughter, Miss Ruth Galloway, and son, Clarence, of Harvard Street, Rochester, spent Sunday at Mr. and Mrs. A. M. Stone's.

Mr. and Mrs. Chester E. Holcombe entertained on Monday about a dozen relatives at their home on College Avenue.

The following are home for the holidays: Miss Bessie B. Mason, from Hilton; Howard Harding, from Rochester Mechanics Institute; B. Frank Clark, of the University of Buffalo; Miss Harriet Jones, of Toledo, O., and Miss C. Louis Jones, of Syracuse.

Rev. H. A. Hanaford of Lafayette, N. Y., is visiting his daughter, Mrs. F. P. Peasle, and family.

WEST WEBSTER

WEST WEBSTER, Dec. 29.—The Ideal Two-Step Club, composed of the following persons, held their first dancing party Tuesday evening: Roy Dewitt, J. Barth, F. Barth, R. Murphy, William Pitt, Charles Prime, Ed Shoemaker, J. Shoemaker, A. J. Smith, George Herman, John Herman, Arthur Herman.

Fred Spencer of Rochester spent Sunday with his brother, Tony Spencer, of this place.

F. J. Aldridge is home from Syracuse University.

William Mohr of Honeoye Falls is the guest of his uncle, William R. Bancroft.

Henry Copeland, who is attending Syracuse University, is home visiting his parents, Rev. Mr. and Mrs. Copeland.

Jacob Drake is spending the holidays with friends at Canandaigua.

Mr. and Mrs. Herbert Sanford and family of Charlotte and Mr. and Mrs. Frank Woodworth of Rochester were entertained here Monday by friends and relatives.

Funeral of Alfred Wadsworth

(Special to THE EVENING TIMES.)

WARSAW, Dec. 29.—The funeral of the late Alfred Wadsworth was largely attended yesterday afternoon. Rev. George D. Miller of Rochester, assisted by John B. Smallwood, officiated. The Masonic fraternity attended in a body and conducted the services at the grave. Among the out-of-town relatives in attendance were Dr. and Mrs. Robert Wadsworth and Mr. and Mrs. William Kitchell of Rochester, and Mr. and Mrs. John Wadsworth of Brockport.

SODUS

SODUS, Dec. 29.—Josiah S. Buckley has sold his farm of 36 acres, between Sodus



One of Nature's Secrets.

A PROBLEM HITHERTO UNSOLVED.

SOME time ago the country was horrified at the report of a most brutal murder. A prominent western manufacturer was accused of killing his wife and destroying her body with strong chemicals which dissolved every trace of her frame. A great question arose during the trial as to whether any chemicals could be found strong enough to completely obliterate a human body, and many experts were called in to testify. Our minds stand appalled at the idea of so powerful an agent, but we forget that within our own bodies there occurs naturally a fluid which is capable of breaking down and reducing to a solution almost every organic substance. The power of the juice of the stomach to digest our food is most wonderful, when we consider the great variety of materials which we daily put into it. A healthy stomach will digest easily enough food to keep the body strong and vigorous. It seems remarkable that so powerful an agent as the gastric juice could be contained in an animal tissue without destroying it, and the problem of what prevents the stomach from being dissolved in its own secretions has never been satisfactorily solved. If a portion of another stomach (as when tripe is eaten) is taken into a stomach it is promptly attacked, and we sometimes find that the organ itself does yield in spots, causing the distressing and dangerous disease known as "gastric ulcer." This can never happen, however, unless the vitality of the organ is weakened at that one spot. One of the first signs of stomach trouble is a loss of appetite, or possibly the appetite becomes ravenous, and soon the patient begins to lose flesh which shows that the stomach should be toned up with a harmless tonic which will increase the secretions of the digestive tract. A tonic made up of medicinal herbs which will stimulate the stomach into greater activity and increase the secretions of the phosphates from the food—a remedy which will do this is one which has stood the test of public approval for nearly forty years, containing no alcohol or narcotic. We refer to Dr. Pierce's Golden Medical Discovery. It can be given to the smallest child with perfect freedom. If the blood is impure, if pimples, boils, headaches occur, if the stomach is weak—first eradicate the poisons from the blood.

"I was all run down, very nervous, and suffered terribly from stomach trouble, which the doctors pronounced indigestion," writes Mrs. Wm. Morey, of Marshall, Mich. "I doctored for a year without permanent relief. Was advised by a friend to try Dr. Pierce's Golden Medical Discovery, and after the use of nine bottles I was cured. I can heartily recommend the 'Golden Medical Discovery' to any one suffering from stomach trouble. My husband was greatly benefited by its use."

AN IMITATION OF NATURE'S METHOD

of restoring waste of tissue and impoverishment of the blood and nervous force is used when you take an alterative extract of herbs and roots, without the use of alcohol, like Dr. Pierce's Golden Medical Discovery. This vegetable medicine coaxes the digestive functions and helps in the assimilation of food, or rather takes from the food just the nutriment the blood requires.

While using it one should get all one can of God's sunlight and air, and practice a mild breathing exercise each day. This "Medical Discovery" gives no false stimulation, because it does not contain alcohol or a narcotic. It helps digestion and the assimilation of such elements in the food as are required for the blood. Instead of a cod liver oil, against which the already sensitive stomach will declare open rebellion, this tonic has a pacifying action upon the sensitive stomach and gives to the blood the food elements the tissues require. It maintains one's nutrition by enabling him to eat, retain, digest and assimilate nutritious food. It overcomes gastric irritability and symptoms of indigestion, and, in this way, fever, night-sweats, headaches, etc., are done away with.

Dr. Pierce's Golden Medical Discovery purifies the blood and entirely eradicates the poisons that breed and feed disease. It thus cures scrofula, eczema, erysipelas, boils, pimples, and other eruptions that mar and scar the skin. Pure blood is essential to good health. The weak, run-down, debilitated condition which so many people experience is commonly the effect of impure blood. Dr. Pierce's Golden Medical Discovery increases the activity of the blood-making glands, and enriches the body with an abundant supply of pure, rich blood.

THE EXPLANATION OF THE MYSTERY

of healthful living is not difficult. Dr. R. V. Pierce has prepared a wonderful book, which he calls the "Common Sense Medical Adviser," and this he sends *free* to any one who sends him, at Buffalo, N. Y., 31 one-cent stamps, to pay cost of mailing only. No one can afford to be without this great Doctor-book of over a thousand pages, in which you will find a full description of the human frame, the cause and prevention of disease and many wonderful facts concerning our bodies.

We guarantee that Dr. Pierce's Golden Medical Discovery does not contain alcohol, opium, or any harmful drug. It is a pure compound of medicinal plants scientifically combined. Persons making false statements concerning its ingredients will be prosecuted.

World's Dispensary Medical Association,
R. V. Pierce
PRESIDENT.

RAILROADS.



HOTEL EMPIRE

Broadway and Sixty-third St
Empire Park
New York City
OVER $250,000 in Improvements
JUST COMPLETED
ELECTRIC CLOCKS, TELEPHONES AND AUTOMATIC LIGHTING DEVICES IN EVERY ROOM
Completely Remodeled, Redecorated and Refurnished throughout.
One minute to Elevated and Subway Stations.
Take nearest car at any Railroad or Steamboat Terminal, they all pass or transfer to the Empire.
Within easy walking distance of all Theaters and Department Stores.
Restaurant noted for Excellent Cooking, Efficient Service and Moderate Charges
Rooms (with use of bath), $1.50 per day up
Rooms (with private bath), $2.00 per day up
Suites (with private bath), $3.50 per day up
W. JOHNSON QUINN

WARSAW

WARSAW, Dec. 29.—Miss Helen Tearse of Winona, Minn., and Miss Lillian Stebbins of Rome, N. Y., are guests of Professor H. Smith and family.

Miss Hedges of Haverstraw is the guest of C. P. Bartlett and family.

Mr. Jamieson of Buffalo is the guest of Mr. and Mrs. Onias Humphrey.

Philip Greff of Scranton, Pa., was home to spend Christmas.

Mrs. Louisa Howe of Victor has been the guest of her mother, Mrs. L. L. Thayer.

Miss Marian Walker went to New York Tuesday night to spend a week with Mr. and Mrs. C. E. Gill.

Grange Officer Honored

SPECIAL TO THE EVENING TIMES.

SPENCERPORT, Dec. 29.—Ogden Grange, 311, held a box social Tuesday evening. It was well attended. Entertainment was furnished by the Social Committee, after which Brother William Clark congratulated the master in his eloquent manner, on having been elected the fourth term by an entire vote of the Grange, which had never occurred in the history of the organization.

He then presented the master with a solid gold watch chain and charm and a beautiful clock. The master was so overcome by the surprise that he was unable to make a response of any note but will do so in the future.

CLARKSON

CLARKSON, Dec. 29.—Mrs. Nancy Moore is confined to her bed by sickness.

Miss Bertha Arnold, who is teaching near New York City, is spending the holidays with her parents, Mr. and Mrs. George Arnold.

John Garrett has been to Canada at-

RAILROADS.

Pennsylvania RAILROAD

The Standard Railroad of America
NORTHERN CENTRAL RAILWAY
AND
Buffalo & Allegheny Valley Division
On and after November 27, 1904.

Trains leave ROCHESTER, NEW YORK CENTRAL STATION, as follows:

6.50 A. M. daily, except Sunday. For all points South, arriving at Elmira 9:57 A. M., Philadelphia 6:23 P. M., New York 9:20 P. M., Baltimore, 6:00 P. M., Washington 7:15 P. M. Buffet parlor car Canandaigua to Philadelphia. Pullman sleeping car Harrisburg to Washington.

11.45 A. M. daily, except Sunday. For Philadelphia and New York, arriving at Elmira 3:40 P. M., Philadelphia 4:23 A. M., New York 7:13 A. M. Baltimore 2:30 A. M., Washington 3:30 A. M. Passenger coach Rochester to Harrisburg. Pullman sleeping car Harrisburg to New York.

5.12 P. M. daily, except Sunday. Accommodation for Elmira, arrives at 8:45 P. M.

7.20 P. M. daily. For all points South, arrives Elmira 10:40 P. M., Philadelphia 7:17 A. M., New York 9:33 A. M., Baltimore 7:35 A. M., Washington 8:30 A. M. On Sundays, arrives New York 10:28 A. M. Pullman buffet sleeping car Rochester to Washington daily. Pullman sleeping car Canandaigua to Philadelphia daily.

Buffalo and Allegheny Valley Division

Trains leave West Avenue Station as follows:

8.30 A. M. daily, except Sunday.—For Scottsville, Mt. Morris, Nunda, Dansville, Olean, and intermediate stations.

4.30 P. M. daily, except Sunday.—For Scottsville, Mt. Morris, Nunda, Hinsdale, Olean, and intermediate stations.

For information relative to rates, time, etc., apply to agents at New York Central and West Avenue Stations.

JAMES R. WOOD,
Pass'r Traffic Manager.
W. W. ATTERBURY,
Gen'l Manager.
GEO. W. BOYD,
General Passenger Agent.

LEHIGH VALLEY R. R.

STATION, SOUTH AVENUE.
In effect Dec. 4, 1904.

*Daily. ‖Except Sunday. ‡Sunday only.

Lv. Roch.		No	Ar. Roch'r
*5:15 a.m.	N. Y. & Phila. Exp.	3	*8:05 a.m.
*9:15 a.m.	Buffalo & Toronto Exp.	5	*8:35 a.m.
*2:25 a.m.	Geneva & Ithaca Loc'l	129	10:30 a.m.
*5:45 a.m.	Geneva & Auburn Loc'l	146	10:30 a.m.
9:23 a.m.	N. Y. & Phila. Exp. Ve	7	*10:30 a.m.
12:40 a.m.	N. Y. & Phila. Exp. Ve		*10:30 a.m.
11:35 a.m.	Black Diamond Ex.	10	12:50 p.m.
*2:15 p.m.	Buff. & Toronto Ex.	187	*4:50 p.m.
12:25 p.m.	Ithaca & Sayre Local.	130	*6:35 p.m.
5:10 p.m.	" " "	136	*6:25 p.m.
5:20 p.m.	Buff. & Niagara Falls Ex.	9	*7:40 p.m.
5:41 p.m.	" " "	11	*6:45 p.m.
*7:50 p.m.	Black Diamond Ex.	1	*9:50 p.m.
*7:00 p.m.	N.Y. special, New train	21	*9:50 p.m.
10:30 p.m.	N. Y. & Phila. Special	9	*11:30 p.m.

‖9:35 A. M. and ‖5:25 P. M. for points on Hemlock Lake branch. ‡8:55 A. M. and *3:15 P. M. 5:10 P. M. for Honeoye Falls only.

City ticket office, 13 East Main Street. 'Phone 1191.

CHAS. S. LEE, Gen'l Pass. Agt., New York.
GEO. H. HARRIS, Dist. Pass. Agt., Rochester, N. Y.

Rochester & Eastern Rapid Ry

Through Service to Geneva
Also Pittsford, Victor, Canandaigua and intermediate points. Trains leave ticket

RAILROADS.

ERIE RAILROAD — PICTURESQUE TRUNK LINE OF AMERICA

7:00 A. M., except Sunday, for Corning, Elmira, Binghamton and New York, connecting at Painted Post for points West; also connects at Avon for Hornellsville and Buffalo.

8:00 A. M., Sunday only, accommodation to Elmira, connecting for Binghamton and New York.

9:00 A. M., except Sunday, accommodation to Elmira, Dansville and Buffalo, connecting for Chicago, Cincinnati and West.

4:30 P. M., except Sunday, for Avon, Mt. Morris, connecting for Dansville, Buffalo and Hornellsville.

5:00 P. M., daily, accommodation for Elmira, connecting for Binghamton, New York, Baltimore, Washington and points South.

6:00 P. M., Sunday only, for Avon, Geneseo and Mt. Morris.

Trains Arrive—8:25 A. M., except Sunday; 9 A. M., Sunday only; 11 A. M., daily except Sunday; 11:15 A. M., Sunday only; 6 P. M., except Sunday; 9:45 P. M., daily.

Station, Court Street; City Ticket Office, 11 Exchange Street. Rochester 'phone, 1058. Bell 'phone, 1412 Main.

C. J. Gilbert, Passenger and Ticket Agt. D. W. COOKE, Gen'l Pass'r Agt., Buffalo, N. Y.

WEST-SHORE RAILROAD

ALL TRAINS ARRIVE AND DEPART from N. Y. C. & H. R. R. R. Station for Syracuse, Utica, Albany, Boston, New York, Buffalo, Niagara Falls, Cleveland, Detroit, Chicago, St. Louis and all points East, West, North and South, as follows:

LEAVE GOING EAST.

*2:05 A. M.—Continental Limited.
7:00 A. M.—Local Express.
*10:57 A. M.—New York Express.
*2:17 P. M.—Newark Local.
*7:02 P. M.—New York Express.
*10:05 P. M.—Atlantic Express.

LEAVE GOING WEST.

*2:05 A. M.—Continental Limited.
*2:45 A. M.—Chicago Limited.
M2:05 A. M.—National Express.
*C7:13—A. M.—Buffalo Local.
*10:15 A. M.—Pacific Express.
*C5:07 P. M.—Buffalo Local.

TRAINS ARRIVE.

From the East—A. M.—*2:02, *2:37, M2:00, *7:30, *10:10. P. M.—3:02.

From the West—A. M.—*2:05, C8:25, *10:02. P. M.—*3:15, *10:05.

* Denotes Daily. M Denotes Daily except Monday. All other trains daily except Sunday. C Denotes trains stop at Center Park Station. z Denotes train runs via N. Y. C. main line between Buffalo and Central Junction.

Ticket sold, sleeping berths secured and baggage checked to destination at city office, 39 State Street (Telephone, Rochester 85, Bell 963), and at the Central Avenue Station (Telephone, Rochester, 1394, Bell 964).

Agents of Westcott Express Company are on all through trains to check baggage and engage cab and carriage, etc.

C. E. LAMBERT, Gen'l Pass'r Agt. J. C. KALBFLEISCH, Dist. Pass'r Agt., New York. Rochester.

BUFFALO, ROCHESTER & PITTSBURGH RY

Ticket Offices—11 Exchange Street and West Avenue Station.

TRAINS LEAVE.

7:30 A. M.—Week days, Pittsburg Day Express, for Salamanca, Bradford and Pittsburg. Connects for Perry, Hornellsville, Jamestown, Cincinnati, Chicago and St. Louis. (Cafe car.)

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

SPECIAL TO THE EVENING TIMES

BATAVIA, Dec. 29.—Levant Chase, the 12-year-old son of Mr. and Mrs. Charles O. Chase, who live on the Byron-Bergen town line road, east of this village, by accident fatally shot himself on the H. W. Merriman farm near his home, yesterday morning.

Frank Dibble, who works the Merriman farm, started for the woods on the place with a team for a load of wood, about 11 a. m., accompanied by Levant Chase and Mr. Merriman's son, Clark, who is about 13 years old. The two boys went to the woods to hunt.

They discovered a coon in the top of a tree and called Dibble to their assistance. The tree was chopped down, but lodged in the branches of another tree when about halfway over.

Young Chase seized his shotgun and started to climb over the severed tree trunk, apparently thinking the coon might jump from the limbs. He was on the trunk when the trigger struck one of the limbs, discharging the weapon.

The entire charge entered the boy's head, killing him instantly. Dibble and Clark Merriman placed the body in the wood wagon and took it to his home.

Coroner Snow of Batavia was summoned. Besides his parents, the boy leaves two brothers, Harry and Ray Chase.

TO TRY BREACH OF PROMISE CASE

Judge Lynn Will Preside at Pittsford Mock Trial Tomorrow Night. The Witnesses.

(Special to THE EVENING TIMES.)

PITTSFORD, Dec. 29.—Frank Dehmler, plaintiff, vs. Miss Allie Louise Kenyon, defendant, both of this place, is the title of an action in a mock trial to be held tomorrow evening at the Town Hall. Hiram M. Rogers, a young attorney of Rochester and a recent graduate of the Pittsford High School, is attorney for the plaintiff, and Frank Coneybear, of Rochester, for the defendant. Hon. John D. Lynn will be the presiding judge.

The witnesses are: Orla Welch, Miss Beatrice Ginn, Miss Lillie Wiley, Lou Miller, Eugene Bailey, William Cleveland. Miss Ollie Evans is court stenographer, and Charles Emmons court crier. A small admission will be charged, the proceeds to be given for the benefit of the King's Daughters.

WADSWORTH FARM VISITED BY FIRE OF UNKNOWN ORIGIN

SPECIAL TO THE EVENING TIMES.

GENESEO, Dec. 29.—J. W. Wadsworth yesterday morning lost 25 tons of baled hay and a time barn on the Maple lot, west of the village, by fire. The barn was on part of the home farm of Major W. A. Wadsworth and was rented to J. W. Wadsworth. It is suspected that boys who skated on a pond near may have left a cigarette stub around the barn and that it smouldered over night, finally setting the barn afire. The loss is about $1,000.

Red Men in Annual Meeting

SPECIAL TO THE EVENING TIMES.

FAIRPORT, Dec. 29.—The seventh annual ball of Ka-Na-Hoot Tribe, Improved Order of Red Men, was held last evening. Music was furnished by a ladies' orchestra from Rochester.

The tribe has elected the following officers: Sachem, John Bahler; Senior Sagamore, John Dickinson; Junior Sagamore, Henry Schmidt; Prophet, Richard Dillon; Chief of Records, Frank Hyde; Keeper of Wampum, Lawrence Welch; Collector of Wampum, George Carroll; Trustees, Fred Richburg and John McCarthy; Keeper of Faith, John Finnegan.

Off for Sunny Florida

SPECIAL TO THE EVENING TIMES.

LYNDONVILLE, Dec. 29.—Mr. and Mrs. James Lake, Mr. and Mrs. C. B. Mitchell, Mrs. Dr. Fraser and Mrs. E. C. Barrett started Tuesday night for St. Petersburg, Florida, where they will spend the winter.

THEIR PAST RECORD

No Stronger Evidence Can Be Had in Rochester.

Look well to their record. What they have done many times in years gone by is the best guarantee of future results. Anyone with a bad back; any reader suffering from urinary troubles, from any kidney ills, will find in the following evidence proof that relief and cure is near at hand:

Mrs. E. A. Babcock, of 19 Alexander St., says: "Some twenty years ago I had a bad spell of sickness. One of the arteries in my limbs burst and I lost almost a pail of blood. I was left very weak and kidney trouble set in in a severe form. Backache laid me up on more than one occasion. The action of the kidneys was irregular, the secretions being too frequent. Learning of Doan's Kidney Pills I got a box and used them carefully as directed. I never found anything that acted so quickly and brought such positive relief. The aching and pains disappeared and the kidneys were restored to a healthy condition. It is eight years now since I used them and I have had no occasion to take any kidney remedy since. When Doan's Kidney Pills cure they cure permanently."

For sale by all dealers. Price 50 cents. Foster-Milburn Co., Buffalo, New York, sole agents for the United States.

Remember the name—Doan's—and take no oth

Receipts Accepted by Local Merchants.

(SPECIAL TO THE EVENING TIMES.)

MOUNT MORRIS, Dec. 29.—This village is scandalized over the behavior yesterday of Dr. S. R. Dunlop, the well known physician and surgeon who practiced in the village for the last two years. After borrowing $15 from Archibald Wasson, recently a candidate for Assembly on the Prohibition ticket, Dr. Dunlop boarded the Pennsylvania train at 8:45 a. m. for Rochester. It was but a short time later when numerous merchants were flying around town trying to find him.

Dr. Dunlop left not without reason, for a warrant was even then awaiting him, charging him with forgery, second degree, by passing a forged check for $15 on Justice Edward R. Creveling, a shoemaker of this village. He secured a warrant through Justice Charles Harding and placed it in the hands of Chief of Police Patrick O'Leary. Mr. Creveling had accepted a check from Dr. Dunlop, for $15, signed with the name of G. C. Branch, the well known capitalist of Mount Morris. Mr. Branch repudiated the check.

Mr. Branch learned yesterday that checks were out, bearing his name, unknown to him, and held by the following persons: William H. De Camp, druggist, check for $15; F. D. Harris, general store, $15; Nathan N. Nast, $15; John McMahon, proprietor American Hotel, $15; Mrs. Emma Dale, restaurant, $50.

Mrs. Dale has boarded the veteran doctor for a long time and within the last few days accepted two checks in payment for back board. One was for $20 and the other for $30. She turned the $20 check over to Grocer Alfred D. Donovan. Landlord McMahon says the doctor owes him $32 for board.

Chief of Police O'Leary telegraphed to Scottsville a description of the doctor, and the message was given the conductor. The latter went through his train and found a man he thought was Dunlop. Upon being asked if that was his name the man denied it. However, the same man left the train at the Genesee Junction.

Dunlop Arrested

Superintendent Hayden of Rochester was notified and sent a detective to meet the doctor. Detective McDonald drove out Genesee Street and was just in time to see a man leave a sleigh and board a car. McDonald gave chase and arrested Dunlop. He will be brought back to Mt. Morris this morning.

Dr. Dunlop came here two years ago from Tuscarora and worked up a good practice. He is 44 years old and has a wife and three children at Scranton, Pa. Dr. Dunlop served in the regular army and has medals for bravery on the field. He receives a pension of $1,100 per annum. He is said to have several wounds. He has diplomas from leading medical colleges. At one time he had a large practice in New York City.

MISSING ITALIAN IS BLAMED FOR SHOOTING

(SPECIAL TO THE EVENING TIMES.)

CANANDAIGUA, Dec. 29.—After an all-day session of the investigation by Coroner Warner, to get at the bottom of the Italian shooting affray which resulted in death for Guiseppe Sennecroppi, Dec. 22, but little was learned that will aid in prosecution of the guilty one, even if he ever be found.

Arthur Wilson, bartender for Boswell & Egan, told on the witness stand of six Italians and two Americans visiting the saloon and having loud words in a back room.

Frank Sennecroppi swore to being in the saloon with two American foremen employed at Mrs. Thompson's place, the two Suraci brothers, Mariafali, Dominick Gallimi, Sennecroppi and one named Luigi. These are the principal characters in the case. Luigi is charged with firing the first shots in the quarrel which followed the departure from the saloon.

It was brought out that Luigi, who is missing, is little known in Canandaigua. His last name is not positively known, but the officials learn that one Luigi Nunatti has been in the village. Henry Griffin, another Boswell & Egan bartender, testified. The investigation will be resumed by Coroner Warner at 2 o'clock today.

BATH CITIZEN CELEBRATES SEVENTY-FIFTH BIRTHDAY

(Special to THE EVENING TIMES.)

BATH, Dec. 29.—Mr. and Mrs. Abram Beekman last evening gave a dinner in honor of Mr. Beekman's 75th birthday. Mr. Beekman, who is one of the prominent residents of the village, is in excellent health. He has resided the greater part of his life in Bath and for over 50 continuous years has been in business here. He is owner of the Beekman sash and blind factory, affording employment to many men. A few relatives and friends were Mr. Beekman's guests last evening, and the event was a most pleasant one.

TELEPHONE ROMANCE ENDS IN A WEDDING

(Special to THE EVENING TIMES.)

SODUS, Dec. 29.—The telephone figures prominently in the romance of Miss Edna M. Stockand and Ross E. Beach, who were united in marriage yesterday at the home of the bride's parents, Mr. and Mrs. Albert T. Stockand, of this place. Miss Stockand has been manager of the Empire State Telephone exchange at Sodus for the last year and Mr. Beach was the day operator at Wallington. Mr. and Mrs. Beach left for a wedding trip which will include New York, Philadelphia and Washington. They will live at Sodus upon returning.

LYONS

LYONS, Dec. 29.—Mrs. George Mitem and daughter are the guests of Mr. and Mrs. Jennings in South Lyons.

Mr. and Mrs. Eugene Young of Syracuse and Mr. Otto Webler of Schenectady are being entertained by Mr. and Mrs. William Webler.

Mr. Frank Wells of Holland Patent has been engaged to conduct the Alloway creamery next season.

Mrs. Gertrude Rook of Rochester is the guest of her mother, Mrs. Bockoven.

The Wayne County Mail Carriers' Association will meet in Newark, Jan. 4.

Mrs. Julia Rogers has returned from Detroit.

Charles Deuchler of Chicago is the guest of his parents, Mr. and Mrs. P. Deuchler.

Rev. E. M. Mills, D. D., will speak at the Methodist Church, Sunday.

Mr. and Mrs. George Frind are entertaining Mr. and Mrs. Luck of Canada.

Mr. and Mrs. Streeter of Iowa are the guests of Mr. Streeter's parents on Broad Street.

Liberty Lodge Officers

COHOCTON, Dec. 29.—Liberty Lodge No 510, F. and A. M., has elected the following officers for 1905: Master, E. S. Brown; Senior Warden, L. R. Partridge; Junior Warden, F. J. House; Treasurer, C. Oliver; Secretary, J. L. Waugh; trustee, three years, W. E. Waite. The following officers have been appointed by the Master-elect: Senior Deacon, W. D. Stanton; Junior Deacon, M. A. McDowell; Senior Master of Ceremonies, A. H. Wilcox; Junior Master of Ceremonies, D. Marsh; Marshal, E. A. Draper; Chaplain, C. Gray; Tyler, John Snyder. Officers will be installed Monday evening, January 9. The third degree will also be conferred.

FAIRPORT.

FAIRPORT, Dec. 29.—Charles Hammond of this village has purchased the Spring Brook Hotel at Empe and will take possession next week.

William Collins, who lives on West Avenue, was arrested Tuesday morning by Officer P. A. Welch on the charge of non-support. He was taken before Justice of the Peace Henry A. Walker and the case was adjourned until Thursday at 1 o'clock.

The K. of T. M. will hold its annual banquet and installation of officers in Bown's Hall Tuesday evening. W. D. Williams, Past Commander, will install the officers.

Karl P. Hall and Homer J. Pellett of Webster have purchased the G. E. Davison grocery business and are now in possession. Duane Taylor remains with the new firm, who are young men of ability and push.

Chauncey Gardner and wife of Boston are spending some time with his parents, Dr. and Mrs. Phillips.

Mr. and Mrs. Oscar Day spent Christmas with Mrs. Day's parents, Charles Claffin and wife, of Ionia.

DELLINGER OPERA HOUSE TO BE REOPENED SOON

(Special to THE EVENING TIMES.)

BATAVIA, Dec. 29.—Edwin Houghton, proprietor of the Dellinger Opera House, has agreed with the village trustees to reopen the theater as soon as the necessary changes can be made to meet their requirements. The theater was closed soon after the Iroquois Theater disaster in Chicago and has been closed since. Mr. Houghton discussed the matter with the trustees at the regular meeting last evening.

RUSH

RUSH, Dec. 29.—Town Clerk William S. Wilson of East Rush has returned from a holiday visit with his mother, Mrs. John Wilson, and sister, Miss Martha C. Wilson, and brothers, Frank E. and Harry C. Wilson, of Brockport.

Mr. and Mrs. Albert Glosser, from Rochester, and Mr. and Mrs. Fred H. Rodenbush and little daughter, Martha, also from Rochester, spent Christmas with relatives in and around East Rush.

WHAT'S THE USE OF FOOD

unless it is turned into good red blood that rushes through the arteries and carries life and strength to every part of you? Many hearty eaters are thin, pale, languid and weak because they are in the clutches of nervous dyspepsia. With the friendly help of Vernal Iron Nerve Food Tablets you get rid of this and all other forms of nervewakness. You tackle your days work with snap and energy, and when bed-time comes you sink into the sweet, dreamless sleep of a tired schoolboy. Urinary troubles, sluggish circulation and restlessness are put to flight by this glorious tonic. This is joyful news for all who are thin-blooded, melancholy and unequal to the duties of life. Surely they will not neglect this means of obtaining full and lasting strength of mind and body. All druggists sell the Tablets at 50 cents a box, or by mail. Sample Free. Address, Vernal Remedy Co., Le Roy, N. Y.

HENRIETTA

HENRIETTA, Dec. 29.—Rev. S. Banks Nelson, pastor of St. Peter's Presbyterian Church of Rochester, officiated at the funeral of Mrs. Mary Landers at her late home, Tuesday afternoon. A quartette from Rochester sang.

Floyd S. Winslow of Cornell University is spending a week with his mother, Mrs. R. S. Winslow.

Mr. and Mrs. Galloway and daughter, Miss Ruth Galloway, and son, Clarence, of Harvard Street, Rochester, spent Sunday at Mr. and Mrs. A. S. Stoner's.

Mr. and Mrs. Chester F. Holcombe entertained on Monday about a dozen relatives at their home on College Avenue.

The following are home for the holidays: Miss Bessie B. Mason, from Hilton; Howard Harding, from Rochester Mechanics Institute; B. Frank Clark, of the University of Buffalo; Miss Harriet Jones, of Toledo, O., and Miss C. Lois Jones, of Syracuse.

Rev. H. A. Hanaford of Lafayette, N. Y., is visiting his daughter, Mrs. F. F. Fesale, and family.

WEST WEBSTER

WEST WEBSTER, Dec. 29.—The Ideal Two-Step Club, composed of the following persons, held their first ball last evening: Frank Dewitt, Roy Dewitt, J. Barth, F. Barth, R. Murphy, William Pitt, Charles Prime, Ed Shoemaker, J. Shoemaker, A. J. Smith, George Herman, John Herman, Arthur Herman.

Fred Scencer of Rochester spent Sunday with his brother, Tony Spencer, of this place.

F. J. Aldridge is home from Syracuse University.

William Mohr of Honeoye Falls is the guest of his uncle, William R. Bancroft.

Henry Copeland, who is attending Syracuse University, is home visiting his parents, Rev. Mr. and Mrs. Copeland.

Jacob Drake is spending the holidays with friends at Canandaigua.

Mr. and Mrs. Herbert Sanford and family of Charlotte and Mr. and Mrs. Frank Woodworth of Rochester were entertained here Monday by friends and relatives.

Funeral of Alfred Wadsworth

(Special to THE EVENING TIMES.)

WARSAW, Dec. 29.—The funeral of the late Alfred Wadsworth was largely attended yesterday afternoon. Rev. George D. Miller of Rochester, assisted by John B. Smallwood, officiated. The Masonic fraternity attended in a body and conducted the services at the grave. Among the out-of-town relatives in attendance were Dr. and Mrs. Robert Wadsworth and Mr. and Mrs. William Kitchell of Rochester, and Mr. and Mrs. John Wadsworth of Brockport.

SODUS

SODUS, Dec. 29.—Josiah S. Buckley has sold his farm of 36 acres, between Sodus and Sodus Center, to Isaac Vandermillen; consideration, $3,600, and possession to be given on the 1st of April.

Last Friday night a lodge of the National Protective Legion was organized at Sodus Center, with the following officers: President, John T. Pearsall; Vice President, Homer West; Secretary and Treasurer, Sheldon Sours; Conductor, Miss Bertha L. Kanzler; Chaplain, Dyton P. Barclay; Sentinel, Mrs. Millie Klumpp; Picket, Oscar W. Sober; Trustees, John T. Pearsall, Miss Bertha L. Kanzler and Eugene Sober.

Robinson-Brown

CHURCHVILLE, Dec. 29.—Edna M. Brown and Alfred Robinson were married yesterday at the home of the bride's parents, Mr. and Mrs. Charles T. Omas. The ceremony was performed by Rev. W. E. Williams, of the Methodist Episcopal Church.

The young people of the Methodist Church gave the bride a kitchen shower last week.

Mr. and Mrs. Robinson left on an Eastern trip, and after January 15th will be at home on the Kendall farm at Churchville.

Book-Miller

WATERLOO, Dec. 29.—Spencer G. Book and Miss Maud T. Miller were quietly united in marriage Tuesday at the home of the bride's mother, Mrs. Emma Miller, in South Waterloo, Rev. J. Q. Adams performing the ceremony in the presence of the immediate families only.

Mr. and Mrs. Book will spend a week with relatives in the western part of this state, and will be at home after January 1, at the home of the bride's mother.

ST. MARY'S FAIR A BIG SUCCESS

Bemis Hall, Canandaigua, the Destination of Crowds to See Big Church Fair.

(Special to THE EVENING TIMES.)

CANANDAIGUA, Dec. 29.—The following is a list of some of the principal committees, through whose enterprise and good management the big holiday fair of St. Mary's Church, now being held in Bemis Hall, has been made such a big success:

Entertainment—W. F. Predmore, Rev. J. J. Clark, Julia Widman, Miss Hyde, Ethel Stewart, Ray O'Brien, Bessie Dugan, Bessie Doyle, John Enright, M. W. Tuohey, Elizabeth Burke, John E. Doyle, Dr. P. M. Donovan, C. E. Stewart, Frank Burke, John Mary, Will O'Brien, Richard Rochford, J. C. Costello, Gertrude Tuohey, James Hughes, Mary Keefe, John Scanlin, Lula Meng, Frank Welch.

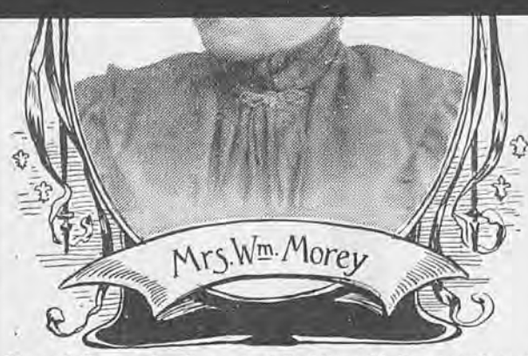
Newspaper—Frank Caplise, Agnes Farrell, Mary O'Neil, Margie Quinn, Anna McKenna, Mollie Carroll, Nellie Martin, Mary Ryan, Grace O'Connor, Christina Hirsch, W. J. Donovan, Patrick Turner, J. H. S. Kennedy, W. Martin, Andrew Brady, Jr., Rev. J. J. Clark, Fred Haubner, William Howley, William Haubner, Joseph Monto, John Law, Thomas McCarthy, Ed. Devereaux, Milton O'Neil, Irving O'Neil, John Gleason.

Reception—Thomas E. Murphy, Edward McNamara, A. J. McIntyre, C. J. Brady, James Scanlan, J. A. Taylor, W. D. Powers, J. H. McCormack, J. E. Devereaux, J. S. Flannigan, M. F. Kerwin, P. J. Doyle, D. W. Berrigan, Mrs. J. R. McLaughlin, Mrs. John Flynn, Mrs. H. H. Pohl, Mrs. Thomas Nix, Mrs. T. F. Murray, Mrs. Floyd Hutchens, Mrs. Thomas H. O'Brien, Mrs. Patrick Gleason, Mrs. P. Quigley, Mrs. T. P. Coyle, Mrs. Charles Lemma, Mrs. Frank Flynn, Mrs. H. Van Vooren, Miss Emma Caplise, Miss Elizabeth Murray, Miss Agnes Harrigan, Miss Katherine Dugan.

PALMYRA

PALMYRA, Dec. 29.—The following will spend the holiday week as stated: Louis M. Chase, with his family in town; Mr. and Mrs. William J. Bott, M. D., of Buffalo, at Major McIntyre's; entertained by Mr. and Mrs. George S. Bush; Harry Williams of Buffalo and sister of Seneca Falls, with relatives; Miss Lulu Wilson, teacher at Monticello, N. Y., with Mr. and Mrs. Williamson; A. J. Hornsby of Schenectady and Miss Hornsby of Geneva, N. Y., at the homes of friends; Charles Parker, George Elton, Carl Weber and Mr. Sessions, from New York City, with their parents; Miss Grace Durning, teaching in Greater New York, at home in Palmyra town; Miss Nellie Congdon, teaching at Sodus, is spending the week with her mother; Burt and Carl Bohelm, from Syracuse, at home; Cornelius O'Brien of Port Gibson, with acquaintances; Charlie Drake of New York, Rob Van Duzer, wife and daughter of Newark, N. Y., at the home of Mrs. J. K. Williamson; Louis Ziegler of Rochester, with his parents.

B. B. Davis and wife are spending a few days with their daughter at the home of William T. Webster in Montclair, N. J.



One of Nature's Secrets.

A PROBLEM HITHERTO UNSOLVED.

SOME time ago the country was horrified at the report of a most brutal murder. A prominent western manufacturer was accused of killing his wife and destroying her body with strong chemicals which dissolved every trace of her frame. A great question arose during the trial as to whether any chemicals could be found strong enough to completely obliterate a human body, and many experts were called in to testify. Our minds stand appalled at the idea of so powerful an agent, but we forget that within our own bodies there occurs naturally a fluid which is capable of breaking down and reducing to a solution almost every organic substance. The power of the juice of the stomach to digest our food is most wonderful, when we consider the great variety of materials which we daily put into it. A healthy stomach will digest easily enough food to keep the body strong and vigorous. It seems remarkable that so powerful an agent as the gastric juice could be contained in an animal tissue without destroying it, and the problem of what prevents the stomach from being dissolved in its own secretions has never been satisfactorily solved. If a portion of another stomach (as when tripe is eaten) is taken into a stomach it is promptly attacked, and we sometimes find that the organ itself does yield in spots, causing the distressing and dangerous disease known as "gastric ulcer." This can never happen, however, unless the vitality of the organ is weakened at that one spot. One of the first signs of stomach trouble is a loss of appetite, or possibly the appetite becomes ravenous, and soon the patient begins to lose flesh which shows that the stomach should be toned up with a harmless tonic which will increase the secretions of the digestive tract. A tonic made up of medicinal herbs which will stimulate the stomach into greater activity and increase the secretions of the phosphates from the food—a remedy which will do this is one which has stood the test of public approval for nearly forty years, containing no alcohol or narcotic. We refer to Dr. Pierce's Golden Medical Discovery. It can be given to Golden Medical Discovery. This vegetable medicine coaxes the digestive functions and helps in the assimilation of food, or rather takes from the food just the nutriment the blood requires.

While using it one should get all one can of God's sunlight and air, and practice a mild breathing exercise each day. This "Medical Discovery" gives no false stimulation, because it does not contain alcohol or a narcotic. It helps digestion and the assimilation of such elements in the food as are required for the blood. Instead of a cod liver oil, against which the already sensitive stomach will declare open rebellion, this tonic has a pacifying action upon the sensitive stomach and gives to the blood the food elements the tissues require. It maintains one's nutrition by enabling him to eat, retain, digest and assimilate nutritious food. It overcomes gastric irritability and symptoms of indigestion, and, in this way, fever, night-sweats, headaches, etc., are done away with.

Dr. Pierce's Golden Medical Discovery purifies the blood and entirely eradicates the poisons that breed and feed disease. It thus cures scrofula, eczema, erysipelas, boils, pimples, and other eruptions that mar and scar the skin. Pure blood is essential to good health. The weak, run-down, debilitated condition which so many people experience is commonly the effect of impure blood. Dr. Pierce's Golden Medical Discovery increases the activity of the blood-making glands, and enriches the body with an abundant supply of pure, rich blood.

THE EXPLANATION OF THE MYSTERY

of healthful living is not difficult. Dr. R. V. Pierce has prepared a wonderful book, which he calls the "Common Sense Medical Adviser," and this he sends *free* to any one who sends him, at Buffalo, N. Y., 31 one-cent stamps, to pay cost of mailing only. No one can afford to be without this great Doctor-book of over a thousand pages, in which you will find a full description of the human frame, the cause and prevention of disease and many wonderful facts concerning our bodies.

We guarantee that Dr. Pierce's Golden Medical Discovery does not contain alcohol, opium, or any harmful drug. It is a pure compound of medicinal plants scientifically combined. Persons making false statements concerning its ingredients will be prosecuted.

World's Dispensary Medical Association,
R. V. Pierce
PRESIDENT.



HOTEL EMPIRE

Broadway and Sixty-third St
Empire Park

New York City

OVER $250,000 in Improvements

JUST COMPLETED

ELECTRIC CLOCKS, TELEPHONES AND AUTOMATIC LIGHTING DEVICES IN EVERY ROOM

Completely Remodeled, Redecorated and Refurnished throughout.
One minute to Elevated and Subway Stations.

Take nearest car at any Railroad or Steamboat Terminal, they all pass or transfer to the Empire.
Within easy walking distance of all Theaters and Department Stores.

Restaurant noted for Excellent Cooking, Efficient Service and Moderate Charges

Rooms (with use of bath), $1.50 per day up
Rooms (with private bath), $2.00 per day up
Suites (with private bath), $3.50 per day up

W. JOHNSON QUINN

WARSAW

WARSAW, Dec. 29.—Miss Helen Tearse of Winona, Minn., and Miss Lillian Stebbins of Rome, N. Y., are guests of Professor H. Smith and family.

Miss Hedges of Haverstraw is the guest of C. T. Bartlett and family.

Mr. Jameson of Buffalo is the guest of Mr. and Mrs. Onias Humphrey.

Philip Greff of Scranton, Pa., was home to spend Christmas.

Mrs. Louisa Howe of Victor has been the guest of her mother, Mrs. L. L. Thayer.

Miss Marian Walker went to New York Tuesday night to spend a week with Mr. and Mrs. C. E. Gill.

Grange Officer Honored

SPECIAL TO THE EVENING TIMES.

SPENCERPORT, Dec. 29.—Ogden Grange, 311, held a box social Tuesday evening. It was well attended. Entertainment was furnished by the Social Committee, after which Brother William Clark congratulated the master, in his eloquent manner, on having been elected the fourth term by an entire vote of the Grange, which had never occurred in the history of the organization.

He then presented the master with a solid gold watch chain and charm and a beautiful clock. The master was so overcome by the surprise that he was unable to make a response of any note but will do so in the future.

CLARKSON

CLARKSON, Dec. 29.—Mrs. Nancy Moore is confined to her bed by sickness.

Miss Bertha Arnold, who is teaching near New York City, is spending the holidays with her parents, Mr. and Mrs. George Arnold.

John Garrett has been to Canada attending the funeral of his brother.

S. W. Woodhams won a bronze medal on a display of peaches at the St. Louis Expoaition.

SOZODONT
TEETH AND BREATH

RAILROADS.

Pennsylvania RAILROAD

The Standard Railroad of America
NORTHERN CENTRAL RAILWAY
AND
Buffalo & Allegheny Valley Division
On and after November 27, 1904.

Trains leave ROCHESTER, NEW YORK CENTRAL STATION, as follows:

6.50 A. M. daily, except Sunday. For all points South, arriving at Elmira 9:55 A. M., Philadelphia 6:25 P. M., New York 9:30 P. M., Baltimore, 6:00 P. M., Washington 7:15 P. M. Buffet parlor car Canandaigua to Philadelphia. Pullman sleeping car Harrisburg to Washington.

11.45 A. M. daily, except Sunday. For Philadelphia and New York, arriving at Elmira 3:40 P. M., Philadelphia 4:23 A. M., New York 7:13 A. M., Baltimore 2:20 A. M., Washington 3:50 A. M. Passenger coach Rochester to Harrisburg. Pullman sleeping car Harrisburg to New York.

5.12 P. M. daily, except Sunday. Accommodation for Elmira, arrives at 8:45 P. M.

7.20 P. M. daily. For all points South, arrives Elmira 10:40 P. M., Philadelphia 7:17 A. M., New York 9:33 A. M., Baltimore 7:15 A. M., Washington 8:30 A. M. On Sundays, arrives New York 10:35 A. M. Pullman buffet sleeping car Rochester to Washington daily. Pullman sleeping car Canandaigua to Philadelphia daily.

Buffalo and Allegheny Valley Division

Trains leave West Avenue Station as follows:

8.30 A. M. daily, except Sunday.—For Scottsville, Mt. Morris, Nunda, Dansville, Olean, and intermediate stations.

4.30 P. M. daily, except Sunday.—For Scottsville, Mt. Morris, Nunda, Hinsdale, Olean, and intermediate stations.

For information relative to rates, time, etc., apply to agents at New York Central and West Avenue Stations.

JAMES R. WOOD,
Pass'r Traffic Manager.
W. W. ATTERBURY,
Gen'l Manager.
GEO. W. BOYD,
General Passenger Agent.

LEHIGH VALLEY R R.

STATION, SOUTH AVENUE.
In effect Dec. 4, 1904.

*Daily. ‖Except Sunday. †Sunday only.

Lv. Roch.		No	Ar. Roch
*7:15 a.m.	N. Y. and Phila. Exp.	8	*2:05 a.m.
*8:15 a.m.	Buffalo & Toronto Exp	4	*6:35 a.m.
*2:25 a.m.	Geneva & Ithaca Loc'l	139	‖10:30 a.m.
10:35 a.m.	Geneva & Buffalo Loc'l	146	‖10:30 a.m.
*2:30 p.m.	N. Y. & Phila. exp Ve	6	*10:30 a.m.
11:55 a.m.	N. Y. & Phila. Exp Ve	10	*10:30a.m.
*5:15 p.m.	Black Diamond Ex.....	10	‖12:35p.m.
4:25 p.m.	Buff. & Toronto Exp...	135	*4:30 p.m.
5:10 p.m.	Ithaca & Sayre Local.	130	*8:35 p.m.
10:10 p.m.	" "	130	*6:35 p.m.
6:25 p.m.	Buff. & Niagara Falls Ex	7	*6:35 p.m.
8:15 p.m.	" "	7	*6:35 p.m.
*7:40 p.m.	Black Diamond Ex.....	9	*9:50 p.m.
*7:50 p.m.	N.Y. Special, New train	31	7:50 p.m.
10:30 p.m.	N. Y. & Phila. Special	1	*1:30 p.m.

‖9:35 A. M. and ‖5:25 P. M. for points on Hemlock Lake branch. ‖8:55 A. M., ‖11:55 A. M. and *2:15 P. M., 5:10 P. M. for Honeoye Falls only.

City ticket office, 13 East Main Street. 'Phone 1191.

CHAS. S. LEE, Gen'l Pass. Agt., New York.
GEO. H. HARRIS, Dist. Pass. Agt., Rochester, N. Y.

Rochester & Eastern Rapid Ry

Through Service to Geneva

Also Pittsford, Victor, Canandaigua and intermediate points. Trains leave ticket office, 74 Exchange Street.

A. M.—*6:30, 7:30, 8:30, 9:30, 10:30, 11:30.
P. M.—12:30, 1:30, 2:30, 3:30, *4:04 (holiday limited), 4:30, 5:30, 6:30, 7:30, 8:30, cb9:30, *L11:30, b11:30, a12:30.

(*) Daily except Sunday. (a) To Pittsford only. (b) To Canandaigua only. (c) Runs through on Sunday. (L) Limited. Baggage checked from residence to destination. Home 'phone 5400.

Through tickets to Waterloo and Seneca Falls.

RAILROADS.

ERIE RAILROAD
PICTURESQUE TRUNK LINE OF AMERICA

7:00 A. M., except Sunday, for Corning, Elmira, Binghamton and New York, connecting at Painted Post for points West; also connects at Avon for Hornellsville and Buffalo.

8:00 A. M., Sunday only, accommodation to Elmira, connecting for Binghamton and New York.

9:40 A. M., except Sunday, accommodation to Elmira, Dansville and Buffalo, connecting for Chicago, Cincinnati and West.

4:30 P. M., except Sunday, for Avon, Mt. Morris, connecting for Dansville, Buffalo and Hornellsville.

5:00 P. M., daily, accommodation for Elmira, connecting for Binghamton, New York, Baltimore, Washington and points South.

6:00 P. M., Sunday only, for Avon, Geneseo and Mt. Morris.

Trains Arrive—8:55 A. M., except Sunday; 9 A. M., Sunday only; 11 A. M., daily except Sunday; 11:15 A. M., Sunday only; 6 P. M. except Sunday; 9:15 P. M., daily.

Station, Court Street; City Ticket Office, 11 Exchange Street. Rochester 'phone, 1058. Bell 'phone, 1462 Main.

C. J. Gilbert, Passenger and Ticket Agt.
H. T. JAEGER, Gen'l Agt., Buffalo, N. Y.
D. W. COOKE, Gen'l Pass'r Agt., New York.

WEST SHORE RAILROAD

ALL TRAINS ARRIVE AND DEPART from N. Y. C. & H. R. R. R. Station for Syracuse, Utica, Albany, Boston, New York, Buffalo, Niagara Falls, Cleveland, Detroit, Chicago, St. Louis and all points East, West, North and South, as follows:

LEAVE GOING EAST.

*2:05 A. M.—Continental Limited.
7:55 A. M.—Local Express.
*10:37 A. M.—New York Express.
*2:17 P. M.—Newark Local.
*7:02 P. M.—New York Express.
*10:05 P. M.—Atlantic Express.

LEAVE GOING WEST.

*12:35 A. M.—Continental Limited.
*2:42 A. M.—Chicago Limited.
M2:09 A. M.—National Express.
*7:13—A. M.—Buffalo Local.
*10:15 A. M.—Pacific Express.
*C5:07 P. M.—Buffalo Local.

TRAINS ARRIVE.

From the East—A. M.—*12:02, *2:37, M2:09, *7:10, *10:10. P. M.—5:02.

From the West—A. M.—*5:05, C8:35, *10:52. P. M.—*C8:12, *10:02.

* Denotes Daily.
M Denotes Daily except Monday. All other trains daily except Sunday.
C Denotes trains stop at Center Park Station.

g Legacies train runs via N. Y. C. main line between Buffalo and Central Junction.

Ticket sold, sleeping berths secured and baggage checked to destination at city office, 20 State Street (Telephone, Rochester 858, Bell 963), and at the Central Avenue Station (Telephone, Rochester, 1896, Bell 964).

Agents of Westcott Express Company are on all through trains to check baggage and engage cab and carriage, etc.

C. E. LAMBERT, J. C. KAUFFLEISCH, Gen'l Pass'r Agt., New York. Dist. Pass'r Agt., Rochester.

BUFFALO, ROCHESTER & PITTSBURGH RY

Ticket Offices—11 Exchange Street and West Avenue Station.

TRAINS LEAVE.

7:30 A. M.—Week days, Pittsburg Day Express, for Salamanca, Bradford and Pittsburg. Connects for Perry, Hornellsville, Jamestown, Cincinnati, Chicago and St. Louis. (Cafe car.)

4:00 P. M.—Week days, accommodation for Le Roy, Warsaw, Silver Springs and Perry. Connects for Castile, Swains, Camaseraga and Hornellsville.

9:15 P. M.—Daily, Pittsburg Night Express, for Salamanca, Bradford and Pittsburg. Connects for Jamestown, Cincinnati, Chicago and St. Louis. (Pullman sleeper.)

TRAINS ARRIVE.

8:40 A. M.—Daily, from Pittsburg.
11:35 A. M.—Week days, from Perry.
7:20 P. M.—Week days, from Pittsburg.

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THE EVENING TIMES

TIMES BUILDING, 39 & 33 STATE ST.—ESTABLISHED 1897

OFFICIAL PAPER OF CITY AND COUNTY

PUBLISHED BY

THE EVENING TIMES COMPANY

JOHN E. MOREY, S. POWELL PUFFER, GUY W. ELLIS, Directors

SUBSCRIPTION RATES		TELEPHONE CALLS	
One Year (by Mail or Carrier)	$3.00	Editorial Rooms	Both Phones 698
Six Months	1.50		
Three Months	.75	Advertising Department	Rochester 2462
One Month	.25	Subscription Department	Bell 272

THE EVENING TIMES is the only afternoon paper in Rochester that submits its circulation records to examination and guarantees to advertisers a verified average greater by one-third than either of its afternoon competitors.

An Unwilling Press Puts Its Ear to the Ground and Ceases to Support the Mingle Water Company

Now that Mayor Cutler has spoken so decisively for the protection of the city's waterworks system from the encroachments of a private system—being the second Mayor who has sounded a warning against the menacing project of the Rochester & Lake Ontario Water Company—it is to be expected that at least a majority of the Rochester newspapers will fall in and support the efforts necessary to protect the city.

For a long time the EVENING TIMES has fought singly to prevent the private water company establishing a foothold in Rochester, which it has fought to secure in defiance of law and order. Other newspapers entered into the pay of the private company, opening their columns to the most deceptive promises and assurances to the public on the part of the company in paid advertising matter given the guise of ordinary news matter and calculated to lull public vigilance into a false sense of security. In furtherance of its ulterior purpose of stifling public opinion the company even sought to win the favor and support of prominent citizens and public men by offering them stock at a merely nominal figure.

IT MADE A DESPERATE EFFORT TO DISARM ALL GUARDIANSHIP OF THE PUBLIC INTEREST AND FAILED IN ITS FIRST EFFORTS THROUGH THE ENERGY OF MAYOR RODENBECK IN FIGHTING IT IN THE COURTS AND THE PERSISTENCE OF THE EVENING TIMES IN EXPOSING ALL OF ITS UNDERHAND METHODS IN STRIVING TO BREAK INTO THE CITY.

It is gratifying to find that one of the morning papers has vigorously taken up Mayor Cutler's warning against the encroachments of the Mingle water company, belated though its declarations in the matter in the public interest have been. It now seems likely that it may be followed—though no doubt in a perfunctory way—by some of the other journals that entered into friendly and profitable negotiations with the company when it first entered the field. The indications are that they will no longer dare to fly in the face of a formidable public sentiment by persisting in standing for the betrayal of the interest of the city to a few foreign capitalists having no interest in Rochester other than that of taking away the profits of its water system. These profits now go to pay the indebtedness of that system, which amounts to many millions of dollars, and which would be a tremendous burden upon the taxpayers, if the waterworks system ceased to be self-sustaining.

It is well to reproduce what the Herald said yesterday about keeping the Mingle water company out of Rochester, using arguments which the EVENING TIMES presented two years ago in blocking the efforts of the company when it was of vital consequence to the city that a determined opposition should be manifested. The Herald says:

> When the Court of Appeals of this state, by the closest possible division, decided that the Lake Ontario Water Company had derived from the statute known as the Transportation act the right to lay its waterpipes through the city of Rochester upon the property of a railway corporation, everyone foresaw that the next important move of this company would be an attempt to sell its water to persons and corporations residing within the city limits. * * * THAT IS WHAT IT CAME HERE FOR. IF IT CAN NOT SUCCEED IN THAT, THE MOST IMPORTANT ELEMENT OF ITS VENTURE, PROBABLY IT WILL WASTE LITTLE FURTHER TIME IN PUSHING ITS MINOR ENTERPRISES IN THIS NEIGHBORHOOD.
>
> We are glad to see the Mayor and the Corporation Counsel preparing to resist with all possible vigor the water company's invasion of the city's exclusive province. Rochester has expended upon the purchase of its source of water supply, its conduits, its pumping plants, its reservoir sites and the numerous other expensive features of its excellent water system, great sums of money. So large an investment has been made in this necessity of urban life, that the burden of paying for it has been wisely, if not necessarily, distributed so as to fall equitably upon successive generations of taxpayers. The chief resource of the revenues out of which the payment of the cost and the running expenses of this water system is being annually made, is in the sale of the water furnished by the system.
>
> This means plainly that the safety of the city's investment in a water plant requires that it retain the monopoly of its water market. If it surrenders any portion of its income from this source, it must find another source of revenue to replace it. * * * The entrance of the Lake Ontario Water Company into Rochester, therefore, with full privilege to sell to the citizens of Rochester, without compensation for this privilege, MEANS INCREASED TAXES UPON EVERY PROPERTY OWNER IN THE CITY. More than that, IT MEANS, IN THE END, DEARER, INSTEAD OF CHEAPER, WATER FOR DOMESTIC CONSUMPTION.
>
> Unless the charter of a city in New York State is nearly worthless, this city ought to be able by legal proceedings to prevent the piracy of its rights and property by a water company, as well as by a street car company.

The public of Rochester holds the press to the obligation of guarding against the betrayal of its interests.

The securing of Horace McGuire of this city as a member of the staff of the Attorney General of the State is the gain of the department primarily, as it is certain that he will lend notable service in the conduct of the important work of that department. Mr. McGuire has never been a candidate for office, although always active in Republican politics. He has occupied an enviable position at the Monroe County bar, and the State administration is most fortunate in being able to induce him to accept a position on the Attorney General's staff. The office has sought the man and it will find that the service it receives will reflect high credit upon the general administration of the State's legal department.

A Strong Argument For Rapid Road Improvement

Good roads advocates insist that farm values in New York State have decreased because while rapid transit and cheap transportation have been furnished by the steamships and the steam roads to many shippers, nothing has been done to cheapen the cost of the haul of a ton of farm product over the roads of the State. The improvement of one mile of highway in every ten of all the miles of highway in the State would create a system of 7,500 miles of road, which, following the main highways of the State, would leave no farm within the State further away than a five-mile haul, and most of the farms would be within three miles of an improved highway. When once on an improved highway, a ton of farm produce would be moved for 12 1-2 cents a ton per mile, a saving of 100 per cent. over the present cost.

SEEN AND HEARD

"A chiel's among you taking notes, and, faith, he'll prent it."
—Robert Burns.

The boy of the family, who is by the way the only child, has become imbued with an idea that the household exists solely for his benefit. His mother has had to make up her mind that he must be disabused of this idea, and lately he has been subjected to stronger discipline than usual. The other day he retaliated by saying something to his mother which bordered on the saucy. The mother, feeling that the limit had been reached, took a ruler and whipped his hand with it. The boy was very much hurt in mind, if not in body, and it seemed like insult on injury when his mother said emphatically: "I am ashamed of you. You are a very naughty boy, indeed."

Struggling to keep back undignified tears, the youngster faced her. The naughtiness had not all been crushed out of him for he replied fiercely:

"I don't care what I am. I don't care if I'm a—a—a—gas jet!"

* * *

"Strange how the snow produces a change in the feelings of people," said an observant man on West Avenue the other day.

"I have noticed people frown and complain at an approaching snow storm and then become positively joyous in their anticipations of a sleigh ride.

"Speaking of sleigh riding," he continued, when he saw his companion had no comment to make, "recalls to my mind things I have noticed as a further proof of the inconsistency of the human being.

"The drivers of vehicles on wheels seem almost frozen when there is any depth of snow on the ground, while those in sleighs seem rosy cheeked and happy. Furthermore, you will notice that those who can afford it often drive behind a pair of speeding horses attached to a sleigh, and enjoy good solid comfort, whereas if there was no snow on the ground and the weather was much milder, they would travel in a closed vehicle and then show signs of dissatisfaction with winter."

"Their glow of pleasure must keep them warm," laconicaly replied his companion.

* * *

Williamson is a man who belongs to several lodges, and who though ordinarily a temperate man, is occasionally led into convivality through his associations. On such occasions his wife is apt to grumble and, as Williamson dreads above all things a curtain lecture, he tries various little conciliatory devices with more or less success.

One evening, not long ago, Williamson went out for an hour or two. He stayed longer than he intended. When he finally got out in the cold air, he found that the few social glasses he had taken had mounted to his head.

"Mrs. Williamson will be angry," was his first thought, and he immediately began to think out some way of diverting the edge of feminine wrath. Just then he passed a butcher's. There was some fine steak displayed in the window, and Williamson remembered how much his wife enjoyed the succulent meat, well broiled. He went in, bought a couple of pounds, and stole home, entering the basement door as quietly as a thief in the night, and fondly believing that his wife did not hear him.

He made up a bright fire, the heat from which still further fuddled his ideas, and then he prepared to fix the steak just the way Mrs. W. liked it.

Pretty soon from the lower region of the upper floor, where Mrs. Williamson sat, there arose an odor which made that person quickly clap her hands to her nose and rush down the stairs to see if the house was on fire.

And there in the kitchen she found Mr. Williamson. The broiler was on the fire. On the broiler was the holder which she used to remove hot dishes from the fire. And carefully holding the broiler with the two-pound steak was the head of the house trying to look dignified, and saying not a word.

* * *

"The mut's leadin' th' bunch a mile at th' three-quarter post," says Andy Lewis in the "Tout" this week at the Corinthian, "an' I ain't got a sou in me jeans. A bookie hollers: 'A tousand dollars t' a pin that he can't win.'

"I sees somethin' bright on th' ground picks it up and trows it at the bookie as the horses come under the wire.

"'Jimmie,' he says to th' guy wot's handlin' th' dough: 'Give th' gent a tousand dollars.' I just was closin' me mit over th' dough when he says again: 'Hol' on a minnete. Dis ain't a pin, it's a needle.' Ain't that hard luck. Kin ye beat it?"

* * *

A well known salesman, whose territory takes in the South, tells the following:

"It was my misfortune, several years ago, to learn somewhat of the question that is giving the South so much concern even unto the present day.

"I stood talking with the night clerk of a hotel in Atlanta, while waiting for the midnight train going to Savannah. The conversation interested me so much that I lost all thought of time, until the bell somewhere in the vicinity began striking 12.

"'There, Tom!' the clerk suddenly called to a big, strong negro porter, 'carry this satchel to the Savannah train. Run or you'll miss it.'

"Tom snatched up my large satchel and hurried across the street to the train shed, reaching there just in time to throw the satchel upon the rear platform of the train, which had already started.

"As I ran behind him I dug into my trousers pocket for a silver quarter to give to him; and as he flung the satchel on the platform I clapped the coin into his hand and leaped aboard.

"When the conductor came for my fare I said to myself, 'Here's where I get rid of that $10 gold piece before I spend it for a quarter.' But I was mistaken. I had already spent it for a quarter, and I now remembered that the coin I had given to Tom did feel strangely heavy.

"Two weeks later I was in Atlanta again.

"'Good God!' she heard him mutter.

"'Oh, dear!' exclaimed Verna. 'He's going to open it before my eyes.'

Regardless of the rain, the man read the letter, and then stood staring miserably at it. Held like a criminal in the pillory, Verna gazed across at him. She felt a certain satisfaction in his misery.

"Anyone could tell at a glance he had been refused. It sticks out all over him. I never saw anyone look so deliciously wretched. Heavens! He's going away. Mr. Drayton! Mr. Drayton!"

But the man, with his hat pulled over his eyes and his hands thrust deep in his pockets, had forgotten everything but the letter and its message of despair.

Verna, with sudden determination, opened her umbrella and flung it to the wind. An accommodating gust carried it straight to Earl's feet. He blundered into it, stopped mechanically, picked it up and looked, as she knew he would, up and down the street for the owner.

She waved her hand to him. He saw, and splattered through the mud to her. When he realized the situation a smile struggled through his misery. Verna's face was hot with blushes.

"Earl," she said, "give me my letter. How dare you take it!"

"Your letter?" gasped Drayton. "Pardon me: it's addressed to me, and that, in the eyes of the law, makes it mine."

"It wasn't posted," protested Verna, looking down at the rain-dimpled puddles, "so, legally, it still belongs to me. Besides, I don't think I will post it——"

"I think," said Verna a moment later, "you might, at least, have held up the umbrella. And now please set me free."

"Never again," laughed Earl. And the day grew brighter for both of them than the weather bureau had declared at all possible.—Boston Post.

DAILY SHORT STORY

On the Wings of the Wind

By Miss Sadie N. Wiggin.

Tracy Castleton was in no way suggestive of Cupid, yet the practical banker and the rosy god organized a curious partnership when the former built the Castleton Bank on Main Street.

The main entrance to the building was provided with a door so excessively ponderous that only a person of brawn and muscle could open it. The lightest breeze, however, was more than sufficient to close it. It had a reprehensible habit of snapping shut upon a fold of a feminine garment and holding the hapless wearer prisoner until her release should be effected by some chivalrous passer-by.

It was a blustering, unpleasant day when the massive door closed viciously upon the hem of Verna's rainy-day skirt. She was sheltered from the driving rain, but the door resisted all her efforts to open it.

The only visible man was Earl Drayton—the very last man she wanted to see. She held in her hand an unposted letter addressed to him. The letter was brief, but it had taken her half the night to write it, and three-quarters of the morning to make up her mind to mail it. It was her refusal of him—well considered and determined.

Dryton's eyes were glued to a fly-bitten wedding cake in the caterer's window opposite.

"Conceited goose!" murmured the prisoner. "I'm glad I said 'no.' He's altogether too sure of me. But what shall I do? I can't call a man I've refused—I mean I'm going to refuse—to get me out of this. Besides, if he sees this letter, he'll think I've been hesitating. I wish I had a pocket. Oh! Oh——"

A sudden gust of wind twitched the Irish linen envelope out of her hand, carried it across the street and hurled it against the wet glass of the caterer's window.

It fell at his feet, the address staring the astonished suitor in the face.

Magazine and Literary Notes

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In this book Mr. Wagner has come even closer to the people than he did in "Simple Life." He never preaches nor tacks a moral to what he says, but presents it in such a way that the deeper meanings seem to lie bared before the reader's eyes.

Whoever misses reading this book will miss genuine pleasure and profit.

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"But where did you get a feather bed?"

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* * *

Madame Adam, the author of "My Literary Life," one of the recent acquisitions of D. Appleton & Company, is one of the few living writers who can tell a good story after the manner of the old school. Here is such a story which she modestly quotes from Madame de Pierreclos:

"Would you believe that I had inspired Monsieur de Rambuteau with a passion for me?"

"But Monsieur de Rambuteau died quite old, some years ago."

"Well, it was just about that time that he entertained quite a mad love for me."

"Tell us about it."

"Oh! his avowal of love! How do men generally tell their love?"

"In sweet and loving words."

"And in what position?"

"On their knees."

"Exactly so. Well, Monsieur de Rambuteau, with much trouble, got down on his knees to tell me of his love; he used the most charming language, such as:

"'Fair lady, my heart is torn asunder, and can only be sewed together by your hands.' Isn't that pretty?"

"Oh, charming!"

"My admirer was leaning with clasped hands against my knees. He talked and talked and became more and more excited. Guess what my answer was?"

"I too love you?"

"No!"

"My flame reciprocates your own?"

"That would have been too weak."

"Mercy! What then?"

"I am yours."

"I threw myself back in my chair, thus taking away from him the support of my knees. Monsieur de Rambuteau fell forward, and groaned; I rang for my maid to pick him up, which was not an easy matter."

"That was one of the most dangerous adventures of my life," added Madame de Pierreclos, gravely.

* * *

Myra Kelly, whose stories which appeared in McClure's Magazine during the last year, have been made into a book bearing the title "Little Citizens," drew upon her own actual experiences for the material of her amusing tales. She was for over two years a teacher in an school on East Broadway, right in the heart of the most foreign section of New York. She is an Irish woman, born in Dublin, of pure Irish stock; and the natural Irish turn of mind towards fun made her express the humorous side of her experience. There has been a serious turn to some of the reviews of her book. They have gone so far as to say that it should be on the desk of every one interested in education today." Miss Kelly declares that she aimed to be amusing, rather than instructive, and it both flatters and surprises her to find that her book has so serious an import.

* * *

McClure-Phillips have just published a book by E. P. Powell, one of New York State's prize fruit-farmers, entitled "The Country Home." More than 30 years ago the author was forced by ill health to leave the pulpit. With a limited capital and nine acres he found it necessary to make a living. Out of his property he has made a beautiful home, an abundant income, and become an authority throughout the country on rural matters. The book is written to supply the needs of that large body of people who are deserting the crowded metropolitan districts, and establishing themselves in the country. It is a practical book on making the first essential of the country home, the homestead, and gives detailed information about choosing the land, growing the house, the water supply, the lawns, the orchards, how to save money and where not to save it, merits and demerits of ornamental trees, truck gardening, etc. It is not a book of theory, but a common sense volume founded on the experience of the author.

* * *

McClure-Phillips promise Miss Ida M. Tarbell's "The History of the Standard Oil Company" for early in December. Among the serious works of the year this one will probably take first place. The book is made from the articles which have been appearing in McClure's Magazine, but has been enlarged and rewritten to include additional information and facts that were disclosed during the serial run of the article. Miss Tarbell, whose "Life of Lincoln" and "Life of Napoleon" give her standing at the head of the leading women historians of America, in telling the history of this first and greatest American trust, has also told the history of the rise of the trust problem. She has made a dramatic story of the war now over 30 years old between the Standard Oil trust and the people. Her facts are all supported by documentary evidence, and are reinforced and given life by the

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Santa Fe — All the Way

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The service is faultlessly good every mile and every minute

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PRICES { Matinee—10c, 20c, 30c. { 'Phone
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(Direction of Fred Zimmerman, Jr.) in Paul Kester's dramatization of

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by Charles Major, supported by a notable company of prominent players.

Friday and Saturday—William Faversham in "Letty."

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Matinees Thursday and Saturday.

The Liberty Belles

40 Singers, Dancers, Comedians. Special Feature—The Radium Ballet. Jan. 2, 3, 4, "The Sign of the Four."

Prices: Mats. 15c and 25c. Nights 15c to 75c.

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Matinees Friday and Saturday. Magnificent Scenic Production of

Deserted at the Altar

Jan. 2, 3, 4, "Escaped from the Harem"

Popular Novelty Concert Every Sunday Night.

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I will furnish for the above amount casket trimmed complete, rough box, hearse, two coaches and services.

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Surplus, 1,793,088.32

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32 and 35 State St., Rochester, N. Y.

INCORPORATED 1850.

Interest allowed on accounts of $500 and under, 4 per cent. On accounts exceeding $500 3½ per cent on the whole amount. Money to loan at

4 1-2 Per Cent

In sums of $10,000 and over. All sums less than $10,000, 5 per cent.

Resources, Jan. 1, 1903, - 15,758,906.76
Surplus, - - 1,708,019.33

JAMES E. BOOTH, President.
DAVID HOYT, Secretary and Treasurer.

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Interest allowed on accounts of $1,000 and under at the rate of 4 per cent per annum.

On accounts exceeding $1,000 3½ per cent on whole account.

Money loaned on bond and mortgage in sums of $10,000 and under at 5 per cent. Over $10,000 at 4½ per cent.

CHARLES M. EVEREST, Pres.
ARTHUR LUETCHFORD, Secretary and Treasurer.

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Historic Scrapbooks Collection

An Unwilling Press Puts Its Ear to the Ground and Ceases to Support the Mingle Water Company

Now that Mayor Cutler has spoken so decisively for the protection of the city's waterworks system from the encroachments of a private system—being the second Mayor who has sounded a warning against the menacing project of the Rochester & Lake Ontario Water Company—it is to be expected that at least a majority of the Rochester newspapers will fall in and support the efforts necessary to protect the city.

For a long time the EVENING TIMES has fought singly to prevent the private water company establishing a foothold in Rochester, which it has fought to secure in defiance of law and order. Other newspapers entered into the pay of the private company, opening their columns to the most deceptive promises and assurances to the public on the part of the company in paid advertising matter given the guise of ordinary news matter and calculated to lull public vigilance into a false sense of security. In furtherance of its ulterior purpose of stifling public opinion the company even sought to win the favor and support of prominent citizens and public men by offering them stock at a merely nominal figure.

IT MADE A DESPERATE EFFORT TO DISARM ALL GUARDIANSHIP OF THE PUBLIC INTEREST AND FAILED IN ITS FIRST EFFORTS THROUGH THE ENERGY OF MAYOR RODENBECK IN FIGHTING IT IN THE COURTS AND THE PERSISTENCE OF THE EVENING TIMES IN EXPOSING ALL OF ITS UNDERHAND METHODS IN STRIVING TO BREAK INTO THE CITY.

It is gratifying to find that one of the morning papers has vigorously taken up Mayor Cutler's warning against the encroachments of the Mingle water company, belated though its declarations in the matter in the public interest have been. It now seems likely that it may be followed—though no doubt in a perfunctory way—by some of the other journals that entered into friendly and profitable negotiations with the company when it first entered the field. The indications are that they will no longer dare to fly in the face of a formidable public sentiment by persisting in standing for the betrayal of the interest of the city to a few foreign capitalists having no interest in Rochester other than that of taking away the profits of its water system. These profits now go to pay the indebtedness of that system, which amounts to many millions of dollars, and which would be a tremendous burden upon the taxpayers, if the waterworks system ceased to be self-sustaining.

It is well to reproduce what the Herald said yesterday about keeping the Mingle water company out of Rochester, using arguments which the EVENING TIMES presented two years ago in blocking the efforts of the company when it was of vital consequence to the city that a determined opposition should be manifested. The Herald says:

> When the Court of Appeals of this state, by the closest possible division, decided that the Lake Ontario Water Company had derived from the statute known as the Transportation act the right to lay its waterpipes through the city of Rochester upon the property of a railway corporation, everyone foresaw that the next important move of this company would be an attempt to sell its water to persons and corporations residing within the city limits. * * * THAT IS WHAT IT CAME HERE FOR. IF IT CAN NOT SUCCEED IN THAT, THE MOST IMPORTANT ELEMENT OF ITS VENTURE, PROBABLY IT WILL WASTE LITTLE FURTHER TIME IN PUSHING ITS MINOR ENTERPRISES IN THIS NEIGHBORHOOD.
>
> We are glad to see the Mayor and the Corporation Counsel preparing to resist with all possible vigor the water company's invasion of the city's exclusive province. Rochester has expended upon the purchase of its source of water supply, its conduits, its pumping plants, its reservoir sites and the numerous other expensive features of its excellent water system, great sums of money. So large an investment has been made in this necessity of urban life, that the burden of paying for it has been wisely, if not necessarily, distributed so as to fall equitably upon successive generations of taxpayers. The chief resource of the revenues out of which the payment of the cost and the running expenses of this water system is being annually made, is in the sale of the water furnished by the system.
>
> This means plainly that the safety of the city's investment in a water plant requires that it retain the monopoly of its water market. If it surrenders any portion of its income from this source, it must find another source of revenue to replace it. * * * The entrance of the Lake Ontario Water Company into Rochester, therefore, with full privilege to sell to the citizens of Rochester, without compensation for this privilege, MEANS INCREASED TAXES UPON EVERY PROPERTY OWNER IN THE CITY. More than that, IT MEANS, IN THE END, DEARER, INSTEAD OF CHEAPER, WATER FOR DOMESTIC CONSUMPTION.
>
> Unless the charter of a city in New York State is nearly worthless, this city ought to be able by legal proceedings to prevent the piracy of its rights and property by a water company, as well as by a street car company.

The public of Rochester holds the press to the obligation of guarding against the betrayal of its interests.

The securing of Horace McGuire of this city as a member of the staff of the Attorney General of the State is the gain of the department primarily, as it is certain that he will lend notable service in the conduct of the important work of that department. Mr. McGuire has never been a candidate for office, although always active in Republican politics. He has occupied an enviable position at the Monroe County bar, and the State administration is most fortunate in being able to induce him to accept a position on the Attorney General's staff. The office has sought the man and it will find that the service it receives will reflect high credit upon the general administration of the State's legal department.

A Strong Argument For Rapid Road Improvement

Good roads advocates insist that farm values in New York State have decreased because while rapid transit and cheap transportation have been furnished by the steamships and the steam roads to many shippers, nothing has been done to cheapen the cost of the haul of a ton of farm product over the roads of the State. The improvement of one mile of highway in every ten of all the miles of highway in the State would create a system of 7,500 miles of road, which, following the main highways of the State, would leave no farm within the State further away than a five-mile haul, and most of the farms would be within three miles of an improved highway. When once on an improved highway, a ton of farm produce would be moved for 12 1-2 cents a ton per mile, a saving of 100 per cent. over the present cost.

The good roads advocates therefore insist that the State expend $50,000,000 upon a system of 7,500 miles of highway and construct the same within ten years, expending $5,000,000 a year so as to intelligently open up the entire State to cheap transportation for the farmer just the same as the people of New York and Buffalo have voted $100,000,000 to be expended on the canal to cheapen transportation of the farm products of Indiana, Ohio and Illi[illegible] to the markets of New York City, which belong first to our own farm[illegible]

"Strange how the snow produces a change in the feelings of people," said an observant man on West Avenue the other day.

"I have noticed people frown and complain at an approaching snow storm and then become positively joyous in their anticipations of a sleigh ride.

"Speaking of sleigh riding," he continued, when he saw his companion had no comment to make, "recalls to my mind things I have noticed as a further proof of the inconsistency of the human being.

"The drivers of vehicles on wheels seem almost frozen when there is any depth of snow on the ground, while those in sleighs seem rosy cheeked and happy. Furthermore, you will notice that those who can afford it often drive behind a pair of speeding horses attached to a sleigh, and enjoy good solid comfort, whereas if there was no snow on the ground and the weather was much milder, they would travel in a closed vehicle and then show signs of dissatisfaction with winter."

"Their glow of pleasure must keep them warm," laconicaly replied his companion.

* * *

Williamson is a man who belongs to several lodges, and who though ordinarily a temperate man, is occasionally led into conviviality through his associations. On such occasions his wife is apt to grumble and, as Williamson dreads above all things a curtain lecture, he tries various little conciliatory devices with more or less success.

One evening, not long ago, Williamson went out for an hour or two. He stayed longer than he intended. When he finally got out in the cold air, he found that the few social glasses he had taken had mounted to his head.

"Mrs. Williamson will be angry," was his first thought, and he immediately began to think out some way of diverting the side of feminine wrath. Just then he passed a butcher's. There was some fine steak displayed in the window, and Williamson remembered how much his wife enjoyed the succulent meat, well broiled. He went in, bought a couple of pounds, and stole home, entering the basement door as quietly as a thief in the night, and fondly believing that his wife did not hear him.

He made up a bright fire, the heat from which still further fuddled his ideas, and then he prepared to fix the steak just the way Mrs. W. liked it.

Pretty soon from the lower region of the upper floor, where Mrs. Williamson sat, there arose an odor which made that person quickly clap her hands to her nose and rush down the stairs to see if the house was on fire.

And there in the kitchen she found Mr. Williamson. The broiler was on the fire. On the broiler was the holder which she used to remove hot dishes from the fire. And carefully holding the broiler with the two-pound steak was the head of the house trying to look dignified, and saying not a word.

* * *

"The mut's leadin' th' bunch a mile at th' three-quarter post," says Andy Lewis in the "Tout" this week at the Corinthian, "an' I ain't got a sou in me jeans. A bookie hollers: 'A tousand dollars t' a pin that he can't win.'

"I sees somethin' bright on th' ground picks it up and trows it at the bookie as the horses come under the wire.

"'Jimmie,' he says to th' guy wot's handlin' th' dough: 'Give th' gent a tousand dollars.' I just was closin' me mit over th' dough when he says again: 'Hol' on a minnete. Dis ain't a pin, it's a needle.' Ain't that hard luck. Kin ye beat it?"

* * *

A well known salesman, whose territory takes in the South, tells the following:

"It was my misfortune, several years ago, to learn somewhat of the question that is giving the South so much concern even unto the present day.

"I stood talking with the night clerk of a hotel in Atlanta, while waiting for the midnight train going to Savannah. The conversation interested me so much that I lost all thought of time, until the bell somewhere in the vicinity began striking 12.

"'Here, Tom!' the clerk suddenly called to a big, strong negro porter, 'carry this satchel to the Savannah train. Run or you'll miss it.'

"Tom snatched up my large satchel and hurried across the street to the train shed, reaching there just in time to throw the satchel upon the rear platform of the train, which had already started.

"As I ran behind him I dug into my trousers pocket for a silver quarter to give to him; and as he flung the satchel on the platform I clapped the coin into his hand and leaped aboard.

"When the conductor came for my fare I said to myself, 'Here's where I get rid of that $10 gold piece before I spend it for a quarter.' But I was mistaken. I had already spent it for a quarter, and I now remembered that the coin I had given to Tom did feel strangely heavy.

"Two weeks later I was in Atlanta again.

"'Where's that porter, Tom?' was the first question I put to the night clerk at the hotel.

"'Yes, that's the question,' said he. 'Did you take him away with you?'

"'No,' I answered, 'but I gave him a $10 gold piece.'

"'That accounts for it, then,' said the clerk. 'He hasn't been seen here since, and he probably won't be until the last cent of it is gone.'"

Chicago and Kansas City to Los Angeles and 'Frisco.

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George P. Upton is known to lovers of music everywhere as the author of small but authoritative works on the "Standard Operas," "Standard Oratorios," "Standard Cantatas," "Standard Symphonies" and "Standard Light Operas," and as the translator of the lives of Beethoven, Hayden and Lisat from the German of Dr. Nohl, as well as for his rendering into English of Max Mueller's "Memories." Four more little books from his pen are announced by A. C. Clurg & Company and they are intended for children rather than grown folk. They comprise brief, simple and thorough biographies of Mozart, Beethoven, the Maid of Orleans and William Tell. These form the introductory volumes of a projected series of "Life Stories for Young People," a department of literature in which American children have been greatly neglected in the past. These books of Mr. Upton's are translated from the German of Ferdinand Schmidt, Franz Hoffman or Frederic Henning, but many of the future volumes will be original work. Like these, however, they will be stories interesting to read and not mere groups of facts and dates, and all will be illustrated.

* * *

Madame Adam, the author of "My Literary Life," one of the recent acquisitions of D. Appleton & Company, is one of the few living writers who can tell a good story after the manner of the old school. Here is such a story which she modestly quotes from Madame de Pierrefeus:

"Would you believe that I had inspired Monsieur de Rambuteau with a passion for me?"

"But Monsieur de Rambuteau died quite old, some years ago."

"Well, it was just about that time that he entertained quite a mad love for me."

"Tell us about it."

"Oh! his avowal of love! How do men generally tell their love?"

"In sweet and loving words."

"And in what position?"

"On their knees."

"Exactly so. Well, Monsieur de Rambuteau, with much trouble, got down on his knees to tell me of his love; he used the most charming language, such as:

"'Fair lady, my heart is torn asunder, and can only be sewed together by your hands.' Isn't that pretty?"

"Oh, charming!"

"My admirer was leaning with clasped hands against my knees. He talked and talked and became more and more excited. Guess what my answer was?"

"I too love you?"

"No!"

"My flame reciprocates your own?"

"That would have been too weak."

"Mercy! What then?"

"I am yours."

"I threw myself back in my c hair, thus taking away from him the support of my knees. Monsieur de Rambuteau fell forward, and groaned; I rang for my maid to pick him up, which was not an easy matter."

"That was one of the most dangerous adventures of my life," added Madame de Pierrefeus, gravely.

* * *

Myra Kelly, whose stories which appeared in McClure's Magazine during the last year, have been made into a book bearing the title "Little Citizens," drew upon her own actual experiences for the material of her amusing tales. She was for over two years a teacher in a school on East Broadway, right in the heart of the most foreign section of New York. She is an Irish woman, born in Dublin, of pure Irish stock; and the natural Irish turn of mind towards fun made her express the humorous side of her experience. Then, for a serious turn to some of the reviews of her book. They have gone so far as to say that "it should be on the desk of every one interested in education today." Miss Kelly declares that she aimed to be amusing, rather than instructive, and it both flatters and surprises her to find that her book has so serious an import.

* * *

McClure-Phillips have just published a book by E. P. Powell, one of New York State's prize fruit-farmers, entitled "The Country Home." More than 20 years ago the author was forced by ill health to leave the pulpit. With a limited capital and nine acres he found it necessary to make a living. Out of his property he has made a beautiful home, an abundant income, and become an authority throughout the country on rural matters. The book is written to supply the needs of that large body of people who are deserting the crowded metropolitan districts, and establishing themselves in the country. It is a practical book on making the first essential of the country home, the homestead, and gives detailed information about choosing the land, growing the house, the water supply, the lawns, the orchards, how to save money and where not to save it, merits and demerits of ornamental trees, truck gardens, etc. It is not a book of theory, but a common sense volume founded on the experience of the author.

* * *

McClure-Phillips promise Miss Ida M. Tarbell's "The History of the Standard Oil Company" for early in December. Among the serious works of the year this one will probably take first place. The book is made from the articles which have been appearing in McClure's Magazine, but has been enlarged and rewritten to include additional information and facts that were disclosed during the serial run of the articles. Miss Tarbell, whose "Life of Lincoln" and "Life of Napoleon" give her standing at the head of the leading women historians of America, in telling the history of this first and greatest American trust, has also told the history of the rise of the trust problem. She has made a dramatic story of the war now over 30 years old between the Standard Oil trust and the people. Her facts are all supported by documentary evidence, and are reinforced and given life by the personal interviews that the author has had with leading men in all the incidents she describes. The book gives an unprejudiced statement of the facts. Miss Tarbell herself, lived many years in the oil districts, and she writes of things and people with which she was intimately familiar.

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by Charles Major, supported by a notable company of prominent players.
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in sums of $10,000 and over. All sums less than $10,000, 5 per cent.
Resources, Jan. 1, 1903, - 15,758,906.76
Surplus, - - - 1,708,019.33
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FASHION :-: SOCIETY :-: WEDDINGS :-: THEATERS :-: MUSIC

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Simple bath robes make general favorites and for many reasons are to be preferred to any other sort. This one takes graceful lines and includes generous sleeves that render it easy to slip on and off. As illustrated, the material is pink wrapper flannel banded with ribbon showing an edge of velvet, while at the waist is a heavy cord with tassels. All materials suited to garments of the sort are appropriate, and the banding can be of any contrasting material that may be preferred. The quantity of material required for a woman of medium size is 7 3-4 yards 27, 6 1-4 yards 44, or 4 1-2 yards 52 inches wide, with 6 yards of ribbon to trim as illustrated.

A perfect May Manton Pattern of the garment illustrated above can be had in Rochester from Brownell & Patterson, 207 Lyell Avenue, or from F. Rapp, 370 Joseph Avenue, for 10c each over the counter; by mail, 12c.

THE THEATERS

Miss Bertha Galland brings her highly successful play, "Dorothy Vernon of Haddon Hall," to the Lyceum tonight for a second visit. Last season it was presented at that theater and both the star and the play scored a popular success. The play has been mounted in a magnificent manner. The engagement is for one night only.

Seats are now on sale for the engagement at the Lyceum Friday and Saturday of William Faversham in the new Pinero play in which he achieved a great success in New York this season, "Letty." Mr. Charles Frohman, under whose management Mr. Faversham appears, believes that "Letty" not only gives the star and his supporting company opportunity for the best work of their careers, but is far and away the best play Pinero has ever written. Charlotta Nilsson, Julie Opp, Frita Williams, Arthur Playfair, Tom Terries and others have scored individual hits in this play.

The advance sale of seats for the engagement of Raymond Hitchcock in Henry W. Savage's production of the comic opera, "The Yankee Consul," at the Lyceum Monday afternoon and night, and Tuesday night of next week, will open tomorrow morning. Mr. Hitchcock is one of the most pleasing comedians on the stage today, and his starring vehicle one of the best of modern comic operas.

John Drew is credited with an artistic triumph in his portrayal of the eccentric, courteous "Duke of Killicrankie."

"The Two Orphans" will appear at the Lyceum Thursday, Jan. 5, with such a cast as it or any other play never had, and probably never will have again. Twelve of the principal roles will be played by stars. James O'Neil, Louis James, Jameson Lee Finney, J. E. Dodson, William Beach, Grace George, Chas Morris, Mrs. LeMoyne, Elita Proctor Otis, Sarah Truax and Bijou Fernandez. The old cast in the play has come down to this generation as a remarkable aggregation of talent. Charles Thorne, McKee Rankin, Stuart Robson, Kitty Blanchard and Rose Eytinge were all famous players, but their reputations were only in the making when "The Two Orphans" came out.

The National Theater has as its attraction for the last three days of this week, opening with two performances today, Harry B. Smith's big musical Year's matinee on Monday, the National Theater will offer "The Sign of the Four."

George Monroe in "Mrs. Mac, the Mayor," is scheduled for a three days' engagement at the National Theater, commencing next week Thursday.

"Escaped From the Harem" is announced for appearance at the Baker Theater the first three days of next week.

"Deserted at the Altar" is said to be a purely American play, with every character strictly American, and dealing with purely American sentiment and sensation. This play will be seen at the Baker Theater for the balance of this week, opening with tonight's performance, and including the usual matinees tomorrow and Saturday.

"Over Niagara Falls" will be seen at the Baker Theater the last half of next week.

The usual popular novelty concert will be given at the Baker Theater next Sunday night, a feature of the programme being a humorous offering, entitled "Off for the Holidays."

Charlie Case's stories and songs are amusing the crowds at Cook Opera House this week, and another successful comedy act is that of Watson, Hutchings and Edwards. A matinee will be given today.

There will be a novel act in the vaudeville bill to be presented at the Cook Opera House next week, it is said. This will be the exhibition of banjo playing given by the Howard Brothers. They will juggle eight banjos at once, it is promised, besides playing on them.

Al. Reeves' Company is at the Corinthian Theater this week, giving two performances daily.

THE DEATH ROLL

Adolph F. Schlick.....109 South Union Street
Joseph T. Masse.....476 Webster Avenue
Charles B. Hill.....La Grange, Ill.
Katharina Sellinger.....778 Clinton Avenue North
Eliza McDonald.....54 Woodward Street

Adolph F. Schlick, of this city, died yesterday at 109 South Union Street. Mr. Schlick was born in Dansville, May 11, 1853, and came to Rochester in 1875. He entered in the coal business with George Engert. He leaves his wife, Caroline A. Schlick, of Rochester; one sister, Mrs. George Engert, of this city, and four brothers, Colonel H. N. Schlick of Rochester; John B. Schlick

(From Yesterday's Last Edition.)

MISSION FIELDS

Two letters from Rev. S. D. Bawden, former chaplain of the State Industrial School and now missionary pastor of Lake Avenue Baptist Church, were read yesterday afternoon at the December meeting of the Women's Missionary Society of the church.



REV. S. W. BAWDEN.

Dr. Bawden gave an idea of his work and the difficulties ahead of him in Ongole, India, where he went to found an industrial mission. He said it takes considerable time to master the Telegu language, which consists of 35 consonants and 13 vowels. Notwithstanding the obstacles, the writer said, great progress has already been made. It was voted to send him $100.

"The Religions of Japan" was the special topic discussed at yesterday's meeting. Those in charge of the programme were Mrs. W. A. Montgomery, Mrs. W. H. Duffett, Miss Grace Wetmore, Miss Daisy Fry and Mrs. W. L. Howard. Mr. George Findlay, a graduate of the Rochester Theological Seminary, made a few remarks on missionary work in the Philippines and Japan.

FOR THE CHURCH

The Executive Committee of the Confraternity of Mary of St. Mary's Church held a special meeting last evening in the hall on South Street. It was decided to hold a pedro party in the church hall Friday evening, Jan. 13.

The Sunday School of the First Baptist Church held its Christmas entertainment last evening in the church parlors. Miss Helen M. Rumsey, a well known elocutionist, gave several interesting readings. The violin solos by Miss Helen Fay Bascom were much enjoyed. Mrs. Grace Boddy Schrader of the church choir rendered several vocal selections.

At the close of the programme a sociable was held in the Hubbell Class room and the Ladies' Social and Benevolent Society served ice cream and cake. The chairman of the committee having this in charge was Mrs. C. E. Young. The tables were under the direction of the following: Mrs. R. H. Lord, Mrs. Fred McGuire, Mrs. F. W. Cook, Mrs. C. W. Kaiser, Mrs. E. A. Howard, Mrs. W. Gregory, Mrs. A. D. Faucher and the Misses Anna and Minnie Hubbell.

The Sunday School of St. Luke's Episcopal Church held its Christmas entertainment yesterday afternoon and evening in the parish house. The afternoon was devoted to the children of the primary department. A handsomely decorated tree was provided on which was a present for every one in the class. The older members of the school occupied the evening. In order to escape formality, no regular programme was prepared, but Christmas games were played and various amusements furnished.

Several vocal selections were given by a quartette from the school. The committees in charge were: Entertainment, Mrs. Howard Osgood, Miss Lena Jennings, Miss Bessie Matthews, Mrs. Thomas Brown, Messrs. Thomas Shannon and John Williams; Refreshment, Mrs. Charles B. Rebasz, Miss Allen, Mrs. Rob Roy Converse, Miss Kate Rogers, Miss E. F. Burleigh, Miss M. Montgomery, Miss Alice Little, Messrs. Charles Rebasz and Charles Salter.

The Sunday School of St. James' Episcopal Church will observe Holy Innocents Day with its Christmas tree exercises in the parish hall on Almira Street this evening. The tree exercises in the hall will be preceded by the singing of Christmas carols in the church.

Y. W. C. A.

Monday afternoon next, from 3 till 10 o'clock, will be visitors' day at the Young Women's Christian Association on Clinton Avenue North. The Kinnaird Chapter, Mrs. Robert Brown, chairman, will serve refreshments.

Miss Helen Marie Rumsey has been engaged to give readings from the works of James Whitcomb Riley, Isabel Fish and others. Miss Elizabeth Line will give a flute solo.

A series of special Sunday afternoon services is planned for January. Next Sunday Mrs. William A. Montgomery will give the New Year's address. Mr. Edward Pfahl will play the violin and Mr. Fred D. Weisbar will be the vocal soloist. Programmes of the services are being prepared by the Clover Club. A week from Sunday Mrs. John S. Briggs will be the speaker. Miss Dorothea Lewis, State Secretary of the Y. W. C. A., will be heard the next week, and on the Sunday following Mrs. Caroline Atwater Mason will give the address. All young women are invited.

PERSONAL

Miss Mabel Lord, a teacher in the Drake Commercial College at Jersey City, N. J., is spending the holidays with her parents, Mr. and Mrs. Richard Lord, of 53 Manhattan Street.

Mrs. Margaret Oberst, who has been visiting her mother, Mrs. J. Colbert, has returned to Toledo.

Mr. and Mrs. Frank B. Weeks of Utica, formerly of this city, are visiting C. Weeks of 31 Savannah Street.

Messrs. J. J. Froehler and R. Benedict of Paterson, N. J., spent Christmas at the home of Mr. and Mrs. M. Froehler, 259 Campbell Street.

Mrs. A. J. Brown of Clinton Avenue South and her two sons, William and Douglas Grieve, are spending a week with friends in New York.

Mr. E. H. Jordan and family of Buffalo, formerly of Rochester, spent several days of the Christmas season with Mr. Jordan's mother at her home on Edmunds Street.

Miss G. Louise Scowder of Syracuse University is spending the Christmas week with her mother, Mrs. Louise Hodge of Jefferson Avenue.

Mr. Harry Franklin Wunder is home from New York for the holidays.

Mr. Henry Fellman is home from the Clarkson School of Technology for the holidays.

Miss Caroline M. Diemer of New York is spending the holidays with her parents at 2 Avenue E.

Miss Mabel Stevens of Albany is spending the holidays with her parents at 299 Parsells Avenue.

Mr. and Mrs. E. H. Ketchum of Buffalo are spending the holidays with relatives at 98 Hickory Street.

Miss Ethel Fonda of Caledonia Avenue will be the guest of Miss Frances Rowe of Atlanta for the holidays.

MATRIMONIAL

EGELSTON-GOLDSTEIN.

Mr. Moses Goldstein of this city and Miss Ida A. Egelston of Utica were united in marriage last night at Odd Fellows Hall, Rev. David Ginsburg, rabbi of the Congregation Beth Israel, performing the ceremony. The bride was given in marriage by her father. The decorations were pink and white.

The maid of honor was Miss Mamie Egelston, a sister of the bride. The bridesmaids were Miss Dora Eisenberg of Amsterdam and Miss Sarah Levy of this city.

The best man was Mr. Henry Hurvitz, the ushers Messrs. Max Copeland and Harry Grossman. The groomsmen were Messrs. Jacob Goldstein, brother of the groom, and Louis I. Egelston of New York, brother of the bride.

Among those present from out of town were: Mr. and Mrs. E. N. Levy and family, Miss Anna Holstein and Miss Gertrude Goldman, Utica; Miss Dora Eisenberg, Amsterdam; Miss Bessie Lightstein, New York; Mrs. G. Locks, Olean; Messrs. Harry Levy and Max Sinai, Buffalo; Messrs. Charles Bernstein and Nathan Weisel, New York.

Following the ceremony a wedding supper was served at which covers were laid for 200. Mr. Jacob Goldstein, brother of the groom, delivered an address of congratulation.

Mr. and Mrs. Goldstein will leave Saturday for a trip to the East. Until then they will be at home at 123 Woodward Street.

LENZ-SCANLON.

Mr. J. Mayo Lenz of Chicago and Mrs. M. Elizabeth Scanlon were married yesterday at the Episcopal residence on Frank Street by Rev. Father Craig. After the ceremony dinner was served at the home of the bride's sister, Mrs. O'Brien, 73 Ambrose Street. Mr. and Mrs. Lenz left last evening for Chicago, where they will reside at 796 Michigan Boulevard.

SHEPHERD-HITCHCOCK.

The home of Mr. and Mrs. William F. Hitchcock of 83 Jefferson Avenue was handsomely decorated last night in honor of the marriage of the daughter of the house, Miss Violet C. Hitchcock, to Mr. Edward S. Shepherd. The ceremony was performed by Rev. Charles R. Chapin, D. D., of Westminster Presbyterian Church. Miss Margaret Hitchcock, sister of the bride, acted as maid of honor, and Mr. Raymond Bettys was best man.

About 50 friends and relatives of the bride and groom were present. Among those from out of town were: Mr. Frank T. Wood of Utica, Mr. W. D. Hawley of Syracuse, Mr. F. E. Stone of Skaneateles; Mr. and Mrs. Bixby and Mr. and Mrs. Thayer of Lakeside; Miss Harriet Thayer of New York; Benjamin Randolph Newhall, of Syracuse; Mrs. Warford, of New York; Mrs. J. Henry Stotterd, of Salt Lake City; Miss Annette Miller of Fruitland; Mrs. Coleman Hitchcock and Miss Callie E. Hitchcock of Homer.

The newly married couple left for a brief wedding tour. They will be at home after Jan. 15, at 236 West Avenue. Mr. Shepherd is in the auditing department of the B., R. & P. Railroad. The bride is the daughter of Registrar W. F. Hitchcock of the Health Bureau.

BANQUETS

The Spanish Club of Rochester will hold its sixth annual banquet at the Powers Hotel Saturday night at 8 o'clock. Among those who will respond to toasts in Spanish are: D. E. Delgado of this city; Senor Emilio Henriquez y Gil of Porto Rico, and Senor Carlos Mertens of Madrid. An invitation has been extended to a well-known speaker of this city to address the company in English. He has not as yet accepted. As in former years, the members of the club are privileged to invite one or two friends, and a large attendance is expected.

W. C. T. U.

The December meeting of the city W. C. T. U. yesterday at their headquarters was attended by representatives from ten local unions. The report of the Treasurer showed receipts for last month of $49.50 and expenditures amounting to $37.88, leaving a balance on hand of $21.62. The total amount in the treasury is $85.64. It was stated that a legacy of $1,000 from the estate of Mrs. Susan Gage would be available by the society soon. The date of the quarterly rally of the city unions was determined upon as Friday, Jan. 20, 1905, at the headquarters, 73 Main Street East. Miss Susan B. Anthony will address a public meeting of the society, Jan. 12.

TONIGHT'S EVENTS

Bertha Galland in "Dorothy Vernon of Haddon Hall," Lyceum Theater, 8:15 p. m.
"Liberty Belles," National Theater, 2:15 and 8:15 p. m.
"Deserted at the Altar," Baker Theater, 8:15 p. m.
Vaudeville, Cook Opera House, 2:15 and 8:15 p. m.
Al Reeves' Burlesquers, Corinthian Theater, 2:15 and 8:15 p. m.

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LEGAL NOTICES

THE PEOPLE OF THE STATE OF NEW YORK, By the Grace of God Free and Independent.
To T. F. Moersaert, F. S. Moersaert, C. F. Moersaert, Stephenia Moersaert, Louise M. VanMaldegem, Prudentia Standaert, and to Aldona Moersaert, Anna Moersaert, Mario Moersaert, infants, and to their mother guardian, Rosali deBuychare, and to all other heirs of Bernard Moersaert, deceased, if any, if living, and the heirs, devisees, widows, executors, administrators and creditors, if any, of such of them as are deceased, all of whom are unknown to the petitioner, and to all persons interested in the estate of Bernard Moersaert, late of the City of Rochester, in the County of Monroe, deceased, greeting:

You are hereby cited and required to appear before the Surrogate of our County of Monroe, in the Surrogate's Court, on the 31st day of January, 1905, at 10 o'clock in the forenoon of that day, at the Surrogate's office in the City of Rochester, then and there to attend the judicial settlement of the accounts of Andrew J. Mattle, as the administrator of the estate of said deceased. And if any of the aforesaid persons are under the age of twenty-one years, or insane, or otherwise incompetent, they will please take notice that they are required to appear by their general guardian, if they have one, and if they have none, that they appear and apply for the appointment of a special guardian; or in the event of their neglect or failure to do so, a special guardian will be appointed by the Surrogate to represent and act for them in the proceedings for the settlement of said estate.

In testimony whereof, we have caused the seal of the Surrogate's Court of the County of Monroe to be hereto affixed.

(L. S.) Witness, Hon. George A. Benton, Surrogate of said County, at the City of Rochester, this 16th day of December, in the year of our Lord one thousand nine hundred and four.

ANDREW LUDOLPH,
Clerk Surrogate's Court.

August V. Pappert, Attorney for Administrator, 52 German Insurance Building, Rochester, N. Y. 1219-law-6w

SUPREME COURT, MONROE COUNTY —Frederick H. Elwood, Plaintiff, vs. Ludwig Paul Carl Klipfel, Jr., Elizabeth Klipfel, Ludwig Paul Carl Klipfel, Dorothy Elwood, Agnes E. Devens; George P. Sanger, and Arthur L. Devens, as Trustees under a trust deed executed by Elizabeth Handy Elwood, dated October 6, 1899; The City of Rochester, Weaver, Palmer & Richmond, Blauw & Brickner Company, Patrick Fox, George Borst, John J. Burkhalter, Abraham Ellerstein and Christina Ratthel, Defendants.

To the Above-Named Defendants:

You are hereby summoned to answer the complaint in this action, and to serve a copy of your answer on the plaintiff's attorneys within twenty days after the service of this summons, exclusive of the day of service; and, in case of your failure to appear or answer, judgment will be taken against you by default for the relief demanded in the complaint.

Trial to be held in the County of Monroe.

Dated this 14th day of December, 1904.

LEWIS & M'KAY,
Plaintiff's Attorneys.
Office and Postoffice Address, 19-24 Elwood Building, Rochester, N. Y.

To Ludwig Paul Carl Klipfel, Jr., Ludwig Paul Carl Klipfel, Elizabeth Klipfel, Agnes E. Devens, Arthur L. Devens and George P. Sanger:

The foregoing summons is served upon you without the State, pursuant to an order of Honorable E. A. Nash, Justice of the Supreme Court, dated the 21st day of December, 1904, and filed with the complaint in the office of the Clerk of the County of Monroe, at Rochester, N. Y.

LEWIS & M'KAY,
Attorneys for Plaintiff,
19-24 Elwood Building, Rochester, N. Y.
12-27-1aw-6w-7t

COUNTY COURT, MONROE COUNTY —The Rochester Saving & Loan Association against Zachary P. Taylor, et al.

Pursuant and by virtue of a judgment of foreclosure and sale, entered in the above entitled action at a term of said court held at the Court House in the City of Rochester, N. Y., on the 22nd day of December, 1904, Hon. Arthur E. Sutherland, presiding, I, the undersigned referee, appointed in and by said judgment for that purpose, will sell at public auction to the highest bidder, at the front entrance to the Court House, in the City of Rochester, N. Y., on the 16th day of January, 1905, at eleven o'clock in the forenoon of that day, the following described property:

All that tract or parcel of land situate in the City of Rochester, County of Monroe and State of New York, known and described as lot number eleven of the P. V. Hawley subdivision of the premises conveyed to said P. V. Hawley by Louisa S. Anderson and others, by deed recorded in Monroe County Clerk's office July 18, 1887, as laid down on a map of a subdivision of the west part of lot forty-six, Town of Irondequoit, now City of Rochester, made by Horace Jones, Surveyor, for P. V. Hawley.

Said lot eleven fronts forty feet on the south side of Stewart Street, now Durman Street, and extends back of equal width eighty-nine (89) feet deep, as laid down on said map.

Dated at Rochester, N. Y., December 22, 1904.

JOHN DESMOND, Referee.
George W. Thomas, Attorney for Plaintiff, 305 Powers Building, Rochester, N. Y. 12-23-2aw-3w-7t

NOTICE TO CREDITORS—Pursuant to an order of Hon. George A. Benton, Surrogate of the County of Monroe, notice is hereby given, according to law, to all persons having claims or demands against Henry A. Hays, late of the City of Rochester, County of Monroe, State of New York, deceased, to present the same with the vouchers thereof, to the undersigned Sara W. Hays, Julius H. Lempert and Abram J. Katz, Executors, at their place for the transaction of business as such Executors, at 108 Granite Building, Rochester, N. Y., on or before the 10th day of May, 1905.

Dated, Rochester, N. Y., Nov 4, 1904.
11-4-1aw-6mo

NOTICE TO CREDITORS.—Pursuant to an order of Hon. George A. Benton, Surrogate of the County of Monroe, notice is hereby given, according to law, to all persons having claims or demands against Prudia V. Stilwell, late of the City of Rochester, County of Monroe, State of New York, deceased, to present the same with the vouchers thereof, to the undersigned executors at their place for the transaction of business as such executors at 617 Ellwanger & Barry Building, Rochester, N. Y., on or before the 11th day of May, 1905.

Dated, Nov. 10, 1904.

DANA C. NEEL,
MARY A. STILWELL,
Executors.
Richard L. Saunders, Attorney for Executors. 11-11-1aw-6mo

NOTICE TO CREDITORS—Pursuant to an order of the Hon. George A. Benton, Surrogate of the County of Monroe, notice is hereby given, according to law, to all persons having claims or demands against Seymour H. Root, late of the Village of Brockport, County of Monroe, State of New York, deceased, to present the same, with the vouchers thereof, to the undersigned Lucy A. Root, Administratrix of the estate of the said Seymour H. Root, deceased, at her place for the transaction of business as such administratrix, on State Street, in said Village of Brockport, New York, on or before the 1st day of April, 1905.

Dated, September 23d, 1904.

LUCY A. ROOT,
Administratrix of the estate of Seymour H. Root, deceased.
H. Edson Webster, Attorney for Administratrix. 9-23-1aw-6mo

NOTICE TO CREDITORS—Pursuant to an order of Hon. George A. Benton, Surrogate of the County of Monroe, notice is hereby given, according to law, to all persons having claims or demands against Ellen M. Arink, late of the City of Rochester, County of Monroe, State of New York, deceased, to present the same with the vouchers thereof, to the undersigned executor of the will of said decedent, at his place for the transaction of business as such executor, at No. 4 Durand Building, Rochester, N. Y., on or before the 15th day of June, 1905.

Dated December 14, 1904.

JOHN E. DURAND,
Executor.
12-15-1aw-6m

NOTICE TO CREDITORS—Pursuant to an order of George A. Benton, Surrogate of the county of Monroe, notice is hereby given, according to law, to all persons having claims or demands against

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BATH ROBE 4906—SIZES 32 TO 44.

Simple bath robes make general favorites and for many reasons are to be preferred to any other sort. This one takes graceful lines and includes generous sleeves that render it easy to slip on and off. As illustrated, the material is pink wrapper flannel banded with ribbon showing an edge of velvet, while at the waist is a heavy cord with tassels. All materials suited to garments of the sort are appropriate, and the banding can be of any contrasting material that may be preferred. The quantity of material required for a woman of medium size is 7 3-4 yards 27, 6 1-4 yards 44, or 4 1-2 yards 55 inches wide, with 6 yards of ribbon to trim as illustrated.

A perfect May Manton Pattern of the garment illustrated above can be had in Rochester from Brownell & Patterson, 207 Lyell Avenue, or from P. Rapp, 370 Joseph Avenue, for 10c each over the counter; by mail, 12c.

THE THEATERS

Miss Bertha Galland brings her highly successful play, "Dorothy Vernon of Haddon Hall," to the Lyceum tonight for a second visit. Last season it was presented at that theater and both the star and the play scored a popular success. The play has been mounted in a magnificent manner. The engagement is for one night only.

Seats are now on sale for the engagement at the Lyceum Friday and Saturday of William Faversham in the new Pinero play in which he achieved a great success in New York this season, "Letty." Mr. Charles Frohman, under whose management Mr. Faversham appears, believes that "Letty" not only gives the star and his supporting company opportunity for the best work of their careers, but is far and away the best play Pinero has ever written. Charlotta Nilleon, Julie Opp, Fritz Williams, Arthur Playfair, Tom Terriss and others have scored individual hits in this play.

The advance sale of seats for the engagement of Raymond Hitchcock in Henry W. Savage's production of the comic opera, "The Yankee Consul," at the Lyceum Monday afternoon and night, and Tuesday night of next week, will open tomorrow morning. Mr. Hitchcock is one of the most pleasing comedians on the stage today, and his starring vehicle one of the best of modern comic operas.

John Drew is credited with an artistic triumph in his portrayal of the eccentric, courteous "Duke of Killiecrankie."

"The Two Orphans" will appear at the Lyceum Thursday, Jan. 5, with such a cast as it or any other play never had, and probably never will have again. Twelve of the principal roles will be played by stars. James O'Neil, Louis James, Jameson Lee Finney, J. E. Dodson, William Beach, Grace George, Chara Morris, Mrs. LeMoyne, Elita Proctor Otis, Sarah Truax and Bijou Fernandez. The old cast in the play has come down to this generation as a remarkable aggregation of talent. Charles Thorne, McKee Rankin, Stuart Robson, Kitty Blanchard and Rose Eytinge were all famous players, but their reputations were only in the making when "The Two Orphans" came out.

The National Theater has as its attraction for the last three days of this week, opening with two performances today, Harry B. Smith's big musical comedy, "The Liberty Belles." Its engagement here includes the original production and, in addition, a lot of new and original songs and specialties, a feature being made of the famous Rajium Ballet.

For next Monday, Tuesday and Wednesday, opening with a special New Year's matinee on Monday, the National Theater will offer "The Sign of the Four."

George Monroe in "Mrs. Mac, the Mayor," is scheduled for a three days' engagement at the National Theater, commencing next week Thursday.

"Escaped From the Harem" is announced for appearance at the Baker Theater the first three days of next week.

"Deserted at the Altar" is said to be a purely American play, with every character strictly American, and dealing with purely American sentiment and sensation. This play will be seen at the Baker Theater for the balance of this week, opening with tonight's performance, and including the usual matinees tomorrow and Saturday.

"Over Niagara Falls" will be seen at the Baker Theater the last half of next week.

The usual popular novelty concert will be given at the Baker Theater next Sunday night, a feature of the programme being a humorous offering, entitled "Off for the Holidays."

Charlie Case's stories and songs are amusing the crowds at Cook Opera House this week, and another successful comedy act is that of Watson, Hutchings and Edwards. A matinee will be given today.

There will be a novel act in the vaudeville bill to be presented at the Cook Opera House next week, it is said. This will be the exhibition of banjo playing given by the Howard Brothers. They will juggle eight banjos at once, it is promised, besides playing on them.

Al. Reeves' Company is at the Corinthian Theater this week, giving two performances daily.

THE DEATH ROLL

Adolph F. Schlick...109 South Union Street
Joseph T. Masse.....676 Webster Avenue
Charles B. Hill.....La Grange, Ill.
Katharina Sellinger.....778 Clinton Avenue North
Eliza McDonald.....54 Woodward Street

Adolph F. Schlick, of this city, died yesterday at 109 South Union Street. Mr. Schlick was born in Dansville, May 11, 1853, and came to Rochester in 1875. He entered in the coal business with George Engert. He leaves his wife, Caroline A. Schlick, of Rochester; one sister, Mrs. George Engert, of this city, and four brothers, Colonel H. N. Schlick, of Rochester; John R. Schlick, of Brooklyn, and Frank M. and Charles P. Schlick, of Dansville. He was a member of Branch 81, C. M. B. A., and Knights of Columbus, and was a trustee of the East Side Savings Bank.

Joseph T. Masse died yesterday morning at the home of his son, Charles D. Masse, of 476 Webster Avenue, aged 59 years. He leaves his wife, Frances Masse; one son, Charles D., and a brother, Solomon Masse.

Charles B. Hill, formerly of this city, died last Thursday in La Grange, Ill. Mr. Hill was the son of Charles J. Hill, a prominent miller in this city twenty years ago. He was captain of the Union Blues during the Civil War.

Katharina Sellinger, daughter of Peter J. and Katherine Sellinger, died yesterday afternoon at the home, 778 Clinton Avenue North, aged 8 years.

Eliza, widow of the late Jesse McDonald, formerly of Churchville, died last evening at the home, 54 Woodward Street, aged 75 years. She leaves three daughters, Mrs. Joseph Ashley and Mrs. William Martin, of Rochester, and Mrs. Fred Aspenleiter, of Buffalo. Two sons also survive, Edward R. and Jesse B. McDonald.



REV. S. W. BAWDEN.

Dr. Bawden gave an idea of his work and the difficulties ahead of him in Ongole, India, where he went to found an industrial mission. He said it takes considerable time to master the Telegu language, which consists of 35 consonants and 13 vowels. Notwithstanding the obstacles, the writer said, great progress has already been made. It was voted to send him $100.

"The Religions of Japan" was the special topic discussed at yesterday's meeting. Those in charge of the programme were Mrs. W. A. Montgomery, Mrs. W. H. Duffett, Miss Grace Westmore, Miss Daisy Fry and Mrs. W. L. Howard. Mr. George Findlay, a graduate of the Rochester Theological Seminary, made a few remarks on missionary work in the Philippines and Japan.

FOR THE CHURCH

The Executive Committee of the Confraternity of Mary of St. Mary's Church held a special meeting last evening in the hall on South Street. It was decided to hold a pedro party in the church hall Friday evening, Jan. 13.

The Sunday School of the First Baptist Church held its Christmas entertainment last evening in the church parlors. Miss Helen M. Rumsey, a well known elocutionist, gave several interesting readings. The violin solos by Miss Helen Fay Bascom were much enjoyed. Mrs. Grace Boddy Schroder of the church choir rendered several vocal selections.

At the close of the programme a sociable was held in the Hubbell Class room and the Ladies' Social and Benevolent Society served ice cream and cake. The chairman of the committee having this in charge was Mrs. C. E. Young. The tables were under the direction of the following: Mrs. R. H. Lord, Mrs. Fred McGuire, Mrs. F. W. Cook, Mrs. C. W. Kaiser, Mrs. E. A. Howard, Mrs. W. Gregory, Mrs. A. D. Pancher and the Misses Anna and Minnie Hubbell.

The Sunday School of St. Luke's Episcopal Church held its Christmas entertainment yesterday afternoon and evening in the parish house. The afternoon was devoted to the children of the primary department. A handsomely decorated tree was provided on which was a present for every one in the class. The older members of the school occupied the evening. In order to escape formality, no regular programme was prepared, but Christmas games were played and various amusements furnished.

Several vocal selections were given by a quartette from the school. The committees in charge were: Entertainment, Mrs. Howard Osgood, Miss Lena Jennings, Miss Bessie Matthews, Mrs. Thomas Brown, Messrs. Thomas Shannon and John Williams; Refreshment, Mrs. Charles B. Rebasz, Miss Allen, Mrs. Rob Roy Converse, Miss Kate Rogers, Miss E. F. Burleigh, Miss M. Montgomery, Miss Alice Little, Messrs. Charles Rebasz and Charles Salter.

The Sunday School of St. James' Episcopal Church will observe Holy Innocents Day with its Christmas tree exercises in the parish hall on Almira Street this evening. The tree exercises in the hall will be preceded by the singing of Christmas carols in the church.

Y. W. C. A.

Monday afternoon next, from 3 till 10 o'clock, will be visitors' day at the Young Women's Christian Association on Clinton Avenue North. The Kinnaird Chapter, Mrs. Robert Brown, chairman, will serve refreshments.

Miss Helen Marie Rumsey has been engaged to give readings from the works of James Whitcomb Riley. Isabel Fish and others. Miss Elizabeth Line will give a flute solo.

A series of special Sunday afternoon services is planned for January. Next Sunday Mrs. William A. Montgomery will give the New Year's address. Mr. Edward Pfahl will play the violin and Mr. Fred D. Weishar will be the vocal soloist. Programmes of the services are being prepared by the Clover Club. A week from Sunday Mrs. John S. Briggs will be the speaker. Miss Dorothea Lewis, State Secreary of the Y. W. C. A., will be heard the next week, and on the Sunday following Mrs. Caroline Atwater Mason will give the address. All young women are invited.

TONIGHT'S EVENTS

Bertha Galland in "Dorothy Vernon of Haddon Hall," Lyceum Theater, 8:15 p. m.
"Liberty Belles," National Theater, 2:15 and 8:15 p. m.
"Deserted at the Altar," Baker Theater, 8:15 p. m.
Vaudeville, Cook Opera House, 2:15 and 8:15 p. m.
Al Reeves' Burlesquers, Corinthian Theater, 2:15 and 8:15 p. m.
Vaudeville, Colonial Hall, 3:15 and 8:15 p. m.
Junior "prom," Alumni Gymnasium, 8:30 p. m.

No Venom In 'Em

No poisonous purgatives enter into Dr. King's New Life Pills. Easy, but prompt, they cure or no pay. Only 25c, Dake Drug Co.

Messrs. J. J. Froehler and R. Benedict of Paterson, N. J., spent Christmas at the home of Mr. and Mrs. M. Froehler, 230 Campbell Street.

Mrs. A. J. Brown of Clinton Avenue South and her two sons, William and Douglas Grieve, are spending a week with friends in New York.

Mr. E. H. Jordan and family of Buffalo, formerly of Rochester, spent several days of the Christmas season with Mr. Jordan's mother at her home on Edmunds Street.

Miss G. Louise Scowder of Syracuse University is spending the Christmas week with her mother, Mrs. Louise Hodge of Jefferzon Avenue.

Mr. Harry Franklin Wunder is home from New York for the holidays.

Mr. Henry Fellman is home from the Clarkson School of Technology for the holidays.

Miss Caroline M. Diemer of New York is spending the holidays with her parents at 2 Avenue E.

Miss Mabel Stevens of Albany is spending the holidays with her parents at 299 Parsells Avenue.

Mr. and Mrs. E. H. Ketchum of Buffalo are spending the holidays with relatives at 98 Hickory Street.

Miss Ethel Fonda of Caledonia Avenue will be the guest of Miss Frances Rowe of Atlanta for the holidays.

MATRIMONIAL

EGELSTON-GOLDSTEIN.

Mr. Moses Goldstein of this city and Miss Ida A. Egelston of Utica were united in marriage last night at Odd Fellows Hall, Rev. David Ginsburg, rabbi of the Congregation Beth Israel, performing the ceremony. The bride was given in marriage by her father. The decorations were pink and white.

The maid of honor was Miss Mamie Egelston, a sister of the bride. The bridesmaids were Miss Dora Eisenberg of Amsterdam and Miss Sarah Levy of this city.

The best man was Mr. Henry Hurvitz, the ushers Messrs. Max Copeland and Harry Grossman. The groomsmen were Messrs. Jacob Goldstein, brother of the groom, and Louis I. Egelston of New York, brother of the bride.

Among those present from out of town were: Mr. and Mrs. E. N. Levy and family, Miss Anna Holstein and Miss Gertrude Goldman, Utica; Miss Dora Eisenberg, Amsterdam; Miss Bessie Lightstein, New York; Mrs. G. Locke, Olean; Messrs. Harry Levy and Max Sinai, Buffalo; Messrs. Charles Bernstein and Nathan Weisel, New York.

Following the ceremony a wedding supper was served at which covers were laid for 200. Mr. Jacob Goldstein, brother of the groom, delivered an address of congratulation.

Mr. and Mrs. Goldstein will leave Saturday for a trip to the East. Until then they will be at home at 123 Woodward Street.

LENZ-SCANLON.

Mr. J. Mayo Lenz of Chicago and Mrs. M. Elizabeth Scanlon were married yesterday at the Episcopal residence on Frank Street by Rev. Father Craig. After the ceremony dinner was served at the home of the bride's sister, Mrs. O'Brien, 73 Ambrose Street. Mr. and Mrs. Lenz left last evening for Chicago, where they will reside at 796 Michigan Boulevard.

SHEPHERD-HITCHCOCK.

The home of Mr. and Mrs. William F. Hitchcock of 83 Jefferson Avenue was handsomely decorated last night in honor of the marriage of the daughter of the house, Miss Violet C. Hitchcock, to Mr. Edward S. Shepherd. The ceremony was performed by Rev. Charles R. Chapin, D. D., of Westminster Presbyterian Church. Miss Margaret Hitchcock, sister of the bride, acted as maid of honor, and Mr. Raymond Bettys was best man.

About 60 friends and relatives of the bride and groom were present. Among those from out of town were: Mr. Frank T. Wood of Utica, Mr. W. D. Hawley of Syracuse, Mr. F. E. Stone of Skaneateles; Mr. and Mrs. Bixby and Mr. and Mrs. Thayer of Lakeside; Miss Harriet Thayer of New York; Benjamin Randolph Newhall, of Syracuse; Mrs. Warford, of New York; Mrs. J. Henry Stuttterd, of Salt Lake City; Miss Annette Miller of Fruitland; Mrs. Coleman Hitchcock and Miss Callie E. Hitchcock of Homer.

The newly married couple left for a brief wedding tour. They will be at home after Jan. 15, at 356 West Avenue. Mr. Shepherd is in the auditing department of the B., R. & P. Railroad. The bride is the daughter of Registrar W. F. Hitchcock of the Health Bureau.

BANQUETS

The Spanish Club of Rochester will hold its sixth annual banquet at the Powers Hotel Saturday night at 8 o'clock. Among those who will respond to toasts in Spanish are: D. E. Delgado of this city; Senor Emilio Henriquez y Gil of Porto Rico, and Senor Carlos Mertens of Madrid. An invitation has been extended to a well-known speaker of this city to address the company in English. He has not as yet accepted. As in former years, the members of the club are privileged to invite one or two friends, and a large attendance is expected.

W. C. T. U.

The December meeting of the city W. C. T. U. yesterday at their headquarters was attended by representatives from ten local unions. The report of the Treasurer showed receipts for last month of $46.50 and expenditures amounting to $27.88, leaving a balance on hand of $21.61. The total amount in the treasury is $83.64. It was stated that a legacy of $1,000 from the estate of Mrs. Susan Gage would be available by the society soon. The date of the quarterly rally of the city unions was determined upon as Friday, Jan. 20, 1905, at the headquarters, 73 Main Street East. Miss Susan B. Anthony will address a public meeting of the society, Jan. 12.

for

The Evening Times...

and have it delivered at your home every afternoon.

The Noon Edition of The Times gives you the news up to 11:30 a. m. but the later editions give you all the new news.

The Circulation of The Evening Times is guaranteed to be greater than that of any other Rochester afternoon paper. Join the majority and have

THE TIMES

delivered at your home.

(L. S.) Witness, Hon. George A. Benton, Surrogate of said County, at the City of Rochester, this 16th day of December, in the year of our Lord one thousand nine hundred and four.

ANDREW LUDOLPH,
Clerk Surrogate's Court.

August V. Pappert, Attorney for Administrator, 52 German Insurance Building, Rochester, N. Y. 1219-law-6w

SUPREME COURT, MONROE COUNTY —Frederick H. Elwood, Plaintiff, vs. Ludwig Paul Carl Klipfel, Jr., Elizabeth Klipfel, Ludwig Paul Carl Klipfel, Dorothy Elwood, Agnes E. Devens; George P. Sunger, and Arthur L. Devens, as Trustees under a trust deed executed by Elizabeth Handy Elwood, dated October 6, 1890; The City of Rochester, Weaver, Palmer & Richmond, Blauw & Brickner Company, Patrick Fox, George Borst, John J. Burkhalter, Abraham Ellerstein and Christina Raithel, Defendants.

To the Above-Named Defendants:

You are hereby summoned to answer the complaint in this action, and to serve a copy of your answer on the plaintiff's attorneys within twenty days after the service of this summons, exclusive of the day of service; and, in case of your failure to appear or answer, judgment will be taken against you by default for the relief demanded in the complaint.

Trial to be held in the County of Monroe.

Dated this 18th day of December, 1904.

LEWIS & McKAY,
Plaintiff's Attorneys.

Office and Postoffice Address, 19-24 Elwood Building, Rochester, N. Y.

To Ludwig Paul Carl Klipfel, Jr., Ludwig Paul Carl Klipfel, Elizabeth Klipfel, Agnes E. Devens, Arthur L. Devens and George P. Sunger:

The foregoing summons is served upon you without the State, pursuant to an order of Honorable E. A. Nash, Justice of the Supreme Court, dated the 21st day of December, 1904, and filed with the complaint in the office of the Clerk of the County of Monroe, at Rochester, N. Y.

LEWIS & McKAY,
Attorneys for Plaintiff,
19-24 Elwood Building, Rochester, N. Y.
12-27-1aw-6w-7t

COUNTY COURT, MONROE COUNTY —The Rochester Saving & Loan Association against Zachary P. Taylor, et al.

Pursuant and by virtue of a judgment of foreclosure and sale, entered in the above entitled action in the term of said court held at the Court House in the City of Rochester, N. Y., on the 22nd day of December, 1904, Hon. Arthur E. Sutherland, presiding, I, the undersigned referee, appointed in and by said judgment for that purpose, will sell at public auction to the highest bidder, at the front entrance to the Court House, in the City of Rochester, N. Y., on the 14th day of January, 1905, at eleven o'clock in the forenoon of that day, the following described property:

All that tract or parcel of land situate in the City of Rochester, County of Monroe and State of New York, known and described as lot number eleven of the P. V. Hawley subdivision of the premises conveyed to said P. V. Hawley by Louisa S. Anderson and others, by deed recorded in Monroe County Clerk's office July 18, 1887, as laid down on a map of a subdivision of the west part of lot forty-six, Town of Irondequoit, now City of Rochester, made by Horace Jones, Surveyor, for P. V. Hawley.

Said lot eleven fronts forty feet on the south side of Stewart Street, now Durnan Street, and extends back of equal width eighty-nine (89) feet deep, as laid down on said map.

Dated at Rochester, N. Y., December 22, 1904.

JOHN DESMOND, Referee.

George W. Thomas, Attorney for Plaintiff, 506 Powers Building, Rochester, N. Y. 12-23-2aw-3w-7t

NOTICE TO CREDITORS—Pursuant to an order of Hon. George A. Benton, Surrogate of the County of Monroe, notice is hereby given, according to law, to all persons having claims or demands against Henry A. Hays, late of the City of Rochester, County of Monroe, State of New York, deceased, to present the same with the vouchers thereof, to the undersigned Sara W. Hays, Julius H. Lempert and Abram J. Katz, Executors, at their place for the transaction of business as such Executors, at 1068 Granite Building, Rochester, N. Y., on or before the 10th day of May, 1905.

Dated, Rochester, N. Y., Nov 4, 1904.
11-4-1aw-6mo

NOTICE TO CREDITORS.—Pursuant to an order of Hon. George A. Benton, Surrogate of the County of Monroe, notice is hereby given, according to law, to all persons having claims or demands against Frida V. Stilwell, late of the City of Rochester, County of Monroe, State of New York, deceased, to present the same with the vouchers thereof, to the undersigned executors at their place for the transaction of business as such executors at 617 Ellwanger & Barry Building, Rochester, N. Y., on or before the 11th day of May, 1905.

Dated, Nov. 10, 1904.

DANA C. NEEL,
MARY A. STILWELL,
Executors.

Richard L. Saunders, Attorney for Executors. 11-11-1aw-6m

NOTICE TO CREDITORS—Pursuant to an order of the Hon. George A. Benton, Surrogate of the County of Monroe, notice is hereby given, according to law, to all persons having claims or demands against Seymour H. Root, late of the Village of Brockport, County of Monroe, State of New York, deceased, to present the same, with the vouchers thereof, to the undersigned Lucy A. Root, Administratrix of the estate of the said Seymour H. Root, deceased, at her place for the transaction of business as such administratrix, on State Street, in said Village of Brockport, New York, on or before the 1st day of April, 1905.

Dated, September 23d, 1904.

LUCY A. ROOT,
Administratrix of the estate of Seymour H. Root, deceased.

H. Edson Webster, Attorney for Administratrix. 9-23-1aw-6mo

NOTICE TO CREDITORS—Pursuant to an order of Hon. George A. Benton, Surrogate of the County of Monroe, notice is hereby given, according to law, to all persons having claims or demands against Ellen M. Arink, late of the City of Rochester, County of Monroe, State of New York, deceased, to present the same, with the vouchers thereof, to the undersigned executor of the will of said decedent, at his place for the transaction of business as such executor, at No. 4 Durand Building, Rochester, N. Y., on or before the 19th day of June, 1905.

Dated December 14, 1904.

JOHN E. DURAND,
Executor.
12-15-1aw-6m

NOTICE TO CREDITORS—Pursuant to an order of George A. Benton, Surrogate of the county of Monroe, notice is hereby given, according to law, to all persons having claims or demands against Mary A. Kress late of the city of Rochester, county of Monroe, state of New York, deceased, to present the same with the vouchers thereof, to the undersigned John Kleinhenz, at his place for the transaction of business as such administrator, at 824 Powers Building, Rochester, N. Y., on or before the 20th day of April, 1905.

Dated, October 12th, 1904.

JOHN KLEINHENZ,
Administrator.

SHEPARD & MORSE, Attorneys for Administrator. 10-14-1aw-6m

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CERTIFICATE OF INCORPORATION of Buffalo & Rochester Railway Company.

We, the undersigned, all being persons of full age, and at least two-thirds being citizens of the United States, and one of us a resident of the State of New York, desiring to become a corporation under and by virtue of the provisions of the Railroad Law, for the purpose of building, maintaining and operating a railroad, do hereby certify as follows:

1. The name of the corporation shall be BUFFALO & ROCHESTER RAILWAY COMPANY.

2. The number of years it is to continue shall be nine hundred and ninety-nine (999).

3. The kind of road to be built and operated shall be a street surface railroad to be operated by electricity.

4. Such railroad is to be built, maintained and operated from the easterly line of the Village of Depew, in the Town of Lancaster, in the County of Erie and State of New York at the point of intersection of the Ellicott or Batavia Road and Burlington Avenue so-called, to the southerly line of the City of Rochester, County of Monroe and State of New York, at the point of intersection of said line with Genesee Street, or the River Road so-called, which places will be its termini, and its length will be sixty and sixty-one hundredths (60.61) miles.

5. The counties in which any part of it is to be located are as follows: Erie, Genesee, Livingston and Monroe Counties.

6. The amount of the capital stock shall be three million ($3,000,000) dollars.

7. The number of shares into which the capital stock is to be divided is to be thirty thousand (30,000) shares.

8. The names and postoffice addresses of the Directors of the corporation who shall manage its affairs for the first year are as follows, namely:

Henry H. Kingston, North American Building, Philadelphia, Pa.

J. Andrews Harris, Jr., North American Building, Philadelphia, Pa.

John J. Collier, North American Building, Philadelphia, Pa.

Horatio A. Foster, 650 Bullitt Building, Philadelphia, Pa.

T. Henry Dixon, Drexel Building, Philadelphia, Pa.

Samuel Welsh, Drexel Building, Philadelphia, Pa.

William B. Cutter, Ellicott Square, Buffalo, N. Y.

George A. Ricker, Ellicott Square, Buffalo, N. Y.

Herbert P. Bissell, Ellicott Square, Buffalo, N. Y.

9. The place where its principal office is to be located is the Village of Depew, County of Erie, State of New York.

10. The names and description of the streets, avenues and highways in which such railroad is to be constructed are as follows:

Beginning in the Ellicott or Batavia Road, in the easterly line of the Village of Depew, in the Town of Lancaster, in the County of Erie, New York, at the point of intersection of the said Ellicott or Batavia Road and a so-called street named Burlington Avenue, to which point the tracks of the Buffalo & Depew Railway Company are now constructed; running thence easterly in, along and upon the said Ellicott or Batavia Road through the unincorporated villages called Looneyville and Crittenden; and through the towns of Lancaster and Alden in the County of Erie; and through the town of Darien in the County of Genesee, and the incorporated Village of Corfu; and the Town of Pembroke and the unincorporated Village of West Batavia, and the Town of Batavia, to the southwesterly line of the incorporated Village of Batavia, where the said line is intersected by said Ellicott or Batavia Road, sometimes also called the new Buffalo Road, on Pearl Street in said Village of Batavia; thence easterly in, along and upon said Pearl Street to South Main Street, thence in South Main Street to Walnut Street; in Walnut Street and crossing the Tonawanda Creek northerly into West Main Street; thence easterly in West Main Street to East Main Street; thence easterly in East Main Street to the easterly line of the said Village of Batavia; thence continuing in, along and upon the State Road so-called, through the Town of Batavia, and through the unincorporated Village of Stafford and the Town of Stafford, and through the incorporated Village of Le Roy, wherein said State Road is called Main Street; and through the Town of Le Roy, continuing upon said State Road in the said County of Genesee, and continuing upon said State Road through the Town of Caledonia in the County of Livingston, and the incorporated Village of Caledonia; along, through and upon said State Road, which is also called Main Street in said Village of Caledonia, to the street or highway which leads northerly to Mumford called North Street; thence continuing in said North Street, or highway, to and through the unincorporated Village of Mumford, Town of Wheatland, in the County of Monroe, to the intersection of said Main Street in the Village of Mumford) to State Street so-called in said Village of Mumford, (State Street being the highway leading easterly through the Village of Mumford); continuing thence in said highway, or State Street to Oatka Avenue and in said Oatka Avenue, to the lands of Henry Boehm; thence turning northeasterly and running over private right of way and crossing the following highways, to wit:

Oatka Creek Road, opposite the lands of George S. Campbell; the Beloeda Road, opposite said Campbell's lands; the North Road, opposite the lands of the Cameron-McVean estate, to and into the Town of Chili in said County of Monroe, crossing through the Town of Riga to and into the Town of Chili in said County of Monroe; crossing in the Town of Chili the following highways, to wit:

The Harmon or Clifton Road, opposite the lands of Elmer Harmon; the Saw-mill Road, opposite the lands of Hannah Burdett; the Braddock Bay Road, opposite the lands of Herbert Wadsworth; the Stryker Road, opposite the lands of Benjamin Bowen; the Stottle Road, opposite the lands of Isaac Smith; the Beaver Road, opposite the lands of Thomas White; the Kattle Road, opposite the lands of Esther Cronise; and continuing on a private right of way across the lands of Esther Cronise, and crossing the lands of the West Shore Railroad northerly to the Chili Road, at a point about fifteen hundred (1500) feet westerly from its intersection with the Paul Road; and continuing in, along and upon said Chili Road easterly to the Paul Road; thence easterly in, along and upon the said Paul Road to the River, or Scottsville, Road, so-called; thence northeasterly in, along and upon said River, or Scottsville, Road, to the south line of the City of Rochester, at its intersection with Genesee Street.

11. The names and postoffice addresses of each subscriber to the certificate, and the number of shares he agrees to take in such corporation are as follows:

1. Henry H. Kingston, Philadelphia, Pa., 596 shares.

2. J. Andrew Harris, Jr., Philadelphia, Pa., 1 share.

3. John J. Collier, Philadelphia, Pa., 1 share.

4. Horatio A. Foster, Philadelphia, Pa., 1 shares.

5. T. Henry Dixon, Philadelphia, Pa., 1 share.

6. Samuel Welsh, Philadelphia, Pa., 1 share.

7. William B. Cutter, Buffalo, N. Y., 1 share.

8. George A. Ricker, Buffalo, N. Y., 1 share.

9. Herbert P. Bissell, Buffalo, N. Y., 1 share.

10. John T. Mooney, Depew, N. Y., 1 share.

11. George C. Riley, Buffalo, N. Y., 1 share.

12. George S. Minniss, Buffalo, N. Y., 1 share.

13. William G. Dargan, Buffalo, N. Y., 1 share.

14. William G. Bissell, Buffalo, N. Y., 1 share.

15. Allyn F. McNair, Buffalo, N. Y., 1 share.

In witness whereof, we have executed and acknowledged this certificate in duplicate, and have subscribed our respective names hereto.

Dated, 23rd day of November, 1904.

Henry H. Kingston,
J. Andrews Harris, Jr.
John J. Collier.
H. A. Foster.
T. H. Dixon.
Samuel Welsh.
William B. Cutter.
George A. Ricker.
Herbert P. Bissell.
John T. Mooney.
George C. Riley.
George S. Minniss.
Wm. G. Dargan.
William G. Bissell.
Allyn F. McNair.

State of New York, County of Erie, City of Buffalo, ss.

On this fifth day of December, 1904, before me personally came William B. Cutter, George A. Ricker, Herbert P. Bissell, John T. Mooney, George C. Riley, George S. Minniss, William G. Dargan, William G. Bissell and Allyn F. McNair, persons known to be the persons described in and who executed the foregoing certificate, and severally acknowledged to me that they executed the same for the purposes therein mentioned.

SUSAN E. PATTERSON,
Notary Public.

Commission expires January 19, 1907.

State of Pennsylvania, County of Philadelphia, ss.

I, M. Russell Thayer, Prothonotary of the County of Philadelphia and Clerk of the Courts of Common Pleas of said County, which are Courts of Record, having a common seal, being the officer authorized by the laws of the State of Pennsylvania to make the following Certificate, do by my Deputy, Charles D. Roberts, authorized by Act of Assembly of May 26, 1891, Certify, That Susan E. Patterson, Esquire, whose name is subscribed to the certificate of the acknowledgment of the annexed Instrument and thereon endorsed, was at the time of such acknowledgment a Notary Public for the Commonwealth of Pennsylvania, residing in the county aforesaid, duly commissioned and qualified to administer oaths and affirmations and to take acknowledgments and proofs of Deeds or Conveyances for lands, tenements and hereditaments to be recorded in said State of Pennsylvania and to all whose acts, as such, full faith and credit are and ought to be given, as well in Courts of Judicature as elsewhere; and that I am well acquainted with the handwriting of the said NOTARY PUBLIC and verily believe his signature thereto is genuine, and I further certify that the said Instrument is executed and acknowledged in conformity with the Laws of the State of Pennsylvania.

In testimony whereof, I have hereunto set my hand and affixed the seal of said Court, this 6th day of December, in the year of our Lord one thousand nine hundred and four (1904).

M. RUSSELL THAYER,
Prothonotary.

By CHAS. B. ROBERTS,
Dep. Prothonotary.

Durante Absentia, Secundum Legem.
12-12-1aw-3w-4t.

NOTICE TO CREDITORS—Pursuant to an order of Hon. George A. Benton, surrogate of the County of Monroe, notice is hereby given, according to law, to all persons having claims or demands against Frank Geisenhof, late of the City of Rochester, County of Monroe, State of New York, deceased, to present the same with the vouchers thereof, to the undersigned Frederick R. Rauber, Executor, at his place for the transaction of business as such Executor, at No. 22 German Insurance Building, Rochester, N. Y., on or before the 17th day of April, 1905.

Dated, October 15th, 1904.

FREDERICK R. RAUBER,
Executor.

August V. Pappert, Attorney, 52 German Insurance Building, Rochester, N. Y.
10-17-1aw-6mo

NOTICE TO CREDITORS—Pursuant to an order of George H. Benton, Surrogate of the County of Monroe, notice is hereby given, according to law, to all persons having claims or demands against Mary E. Otis, late of the City of Rochester, County of Monroe, State of New York, deceased, to present the same, with the vouchers thereof, to the undersigned administrator, with the will annexed, of said deceased, at his place for the transaction of business as such administrator, at 843 Powers Block, Rochester, on or before the 26th day of April, 1905.

Dated October 29, 1904.

EDWIN J. RICH,
Administrator.

Frank M. Goff, Attorney, 838 Powers Block, Rochester, N. Y.
10-29-1aw-6m

NOTICE TO CREDITORS—Pursuant to an order of Hon. George A. Benton, Surrogate of the County of Monroe, notice is hereby given, according to law, to all persons having claims or demands against Caroline Sullestad, late of the City of Rochester, County of Monroe, State of New York, deceased, to present the same with the vouchers thereof, to the undersigned administrator or his attorneys at his place for the transaction of business as such administrator, at Nos. 19-24 Elwood Building, Rochester, N. Y., on or before the 15th day of June, 1904.

Dated December 7, 1904.

CHARLES A. LIND,
Administrator.

Lewis & McKay, Attorneys for Administrator, 19-24 Elwood Building, Rochester, N. Y.
12-08-1aw-6m

NOTICE TO CREDITORS—Pursuant to an order of Hon. George A. Benton, Surrogate of the County of Monroe, notice is hereby given, according to law, to all persons having claims or demands against Isaac Willis, late of the City of Rochester, County of Monroe, State of New York, deceased, to present the same with the vouchers thereof, to the undersigned, Executor of the will of said decedent, at its place for the transaction of business as such Executor at No. 25 Exchange Street, Rochester, N. Y., on or before the 1st day of May, 1905.

Dated, October 25th, 1904.

ROCHESTER TRUST AND SAFE DEPOSIT CO.,
Executor.
10-27-1aw-6mo

NOTICE TO CREDITORS—Pursuant to an order of Hon. George A. Benton, Surrogate of the County of Monroe, notice is hereby given, according to law, to all persons having claims or demands against Frank Treichel, late of the City of Rochester, County of Monroe, State of New York, deceased, to present the same with the vouchers thereof, to the undersigned as administrator of said Frank Treichel at her place for the transaction of business as such administrator at 617 Ellwanger & Barry Bldg., Rochester, N. Y., on or before the 4th day of April, 1905.

Dated October 1, 1904.

AUGUSTA TREICHEL,
Executor.

W. C. Kohlmetz, Attorney for Administrator.
10-1-1aw-6mo

NOTICE TO CREDITORS—Pursuant to an order of Hon. George A. Benton, Surrogate of the County of Monroe, notice is hereby given, according to law, to all persons having claims or demands against Elizabeth Burkhardt, late of the City of Rochester, County of Monroe, State of New York, deceased, to present the same, with the vouchers thereof, to the undersigned executor, Peter Burgett, at his place for the transaction of business as such executor, at his residence, West Rush, N. Y., on or before the 24th day of February, 1905.

Dated August 15, 1904.

PETER BURGETT,
Executor.
8-19-1aw-6m

DAILY MARKET REPORT

RULING PRICES IN LOCAL MARKETS

WHOLESALE MARKET

ROCHESTER, Dec. 29.

GRAIN—Following are the ruling wholesale prices paid by buyers from first hands: Wheat—White, $1.08@1.10. Longberry Red at $1.06@1.10. Short-berry Red at $1.04@1.06; mixed, $1.05@1.10—only choice grades commanding outside figures. Corn—shelled quoted at 45@46c per 56 lbs for old. Oats—White quoted at 38@40c per 32 lbs. Rye—Quoted at 70@75c per 56 lbs.

HAY AND STRAW—Hay—Quoted at $10.00@12.00 per ton according to variety. Straw—Loose quoted at $9.00@11.00 for rye and wheat and $11.00@13.00 for rye. Bundled straw quoted at $18.00@20.00 a ton.

SEEDS—Retail at the following prices: Timothy seed, per bushel.....$1.80@2.00
Medium Clover, per bushel.....7.25@7.50
Large Clover, per bushel.....7.25@7.50
Alsike, per bushel.....7.00@7.25
Alfalfa, per bushel.....6.00@.....
Millet, according to variety.....1.25@1.50

DRESSED HOGS—Quoted at $7.00@7.50, according to weight and condition.

DRESSED BEEF—By the carcass quoted at 7@8c, fore-quarter at 6@8c and hind-quarter at 7½@9c.

VEAL—Quoted at 10@10½c.

SPRING LAMB—Quoted at 9½@10½c per pound.

YEARLINGS—Quoted at 7½@8c.

MUTTON—Quoted at 6@7c.

RULING STREET AND WHOLESALE PRICES OF COUNTRY PRODUCE, ETC.

Cabbage (new), per doz. head.....25@40c
Cabbage, per 100.....$1.50@2.00
Cauliflower, per dozen.....50@75c
Celery, per dozen.....30@45c
Peas, strictly fresh laid.....35@40c
Lettuce, Boston seed, per doz.....75c
Lettice, common, per doz.....20c
Onions (green), per doz. bunches.....8@10c
Pumpkins, per dozen.....80c@$1.00
Potatoes (new), per bushel.....50@60c
Parsley, per doz. bunches.....15@20c
Watercress, per doz.....35@40c
Wax beans, per bushel.....25@30c
Green peppers, per basket.....50c
Vegetable eggs, per doz.....$1.50

FRUIT.

Apples, per bushel.....40@80c
Maple sugar, per lb.....8@10c
Pop corn, per lb.....3@4c
Celery, nuts, per bushel.....$1.75@2.00
Bananas, firsts, per bunch.....$2.50@2.75
Bananas, seconds, per bunch.....$1.50@2.00
Lemons, Messina, per box.....$4.00@4.25
Lemons, California, per box.....$4.00@4.50
Oranges, California Valencia.....$4.00@4.50
Oranges, seedlings, per box.....$3.50@4.00

NUTS.

Walnuts.....14@18c
Brazils.....14c
Filberts.....14c
Almonds.....14c
Pecans.....14c
Mixed nuts.....13c

DAIRY PRODUCTS

Quoted by Brewster, Crittenden & Riley, 288 Exchange Street.)

Extra Elgin, 1 lb prints.....32c
Extra Elgin, tubs.....30c
Fine creamery, tubs.....28c
Extra dairy, tubs.....26c
Fresh eggs.....30@32c
Dairy cheese.....12½c

RETAIL MARKET

(These quotations are specially furnished to The Times by W. E. Woodbury & Co., wholesale and retail grocers, and Youngs' Crystal Market.)

(In giving retail quotations a wide range is necessitated in the various commodities, and prices depend entirely upon the quality of the goods sold.)

VEGETABLES—GREEN.

Bermuda potatoes, per lb.....6c
Potatoes, per bushel.....60c
Potatoes, per peck.....15c
Onions, per peck.....30c
Watercress.....5c
Mint, per bunch.....3@5c
Cabbage, new, per head.....5c
Cucumbers.....15c
Horseradish root, per lb.....10c
Garlic, per lb.....15c
Peppers, per doz.....30c
Celery, per bundle.....15c
Celery, per bunch.....5c
Chives, bunch.....3c
Egg plant, per lb.....15c
Cauliflower.....5@20c

VEGETABLES—DRIED.

Lima beans, hand-picked, per lb.....8c
Marrow beans, hand-picked, qt.....10c
Pea beans, hand-picked, qt.....5c
Kidney beans, hand-picked, qt.....10c
Turtle soup beans, hand-picked, qt.....10c
Split peas, per lb.....5c
Pop corn, per lb package.....7c
Pop corn, per lb.....5c
Lentils, per lb.....7c
Scotch peas, per lb.....5c

VEGETABLES—CANNED.

Tomatoes, 2-lb can.....8@15c
Tomatoes, gallon can.....35c
Corn, 2-lb can.....10@12c
Peas, 2-lb can.....10@15c
Squash, 2-lb can.....12c
Pumpkin, 2-lb can.....10c
Beans, string, 2-lb can.....12c
Beans, wax, 2-lb can.....10c
Beans, Lima, 2-lb can.....10c
Beans, Lima, 2-lb can.....8@12c
Celery, 2-lb can.....10c
Succotash, 2-lb can.....10@12c
Beets, 2-lb can.....10c
Okra.....10@15c
Spinach, 3 cans.....12c

FRUIT—GREEN.

Apples, per peck.....10@25c
Oranges, per dozen.....20@25c
Lemons, per dozen.....25@35c
Pineapples, each.....10@20c
Bananas, per dozen.....20c
Limes, per dozen.....10@15c
Limes, peck.....$1.00

FRUIT—DRIED.

Apples, per lb.....8c
Prunes, per lb.....5@12c
Apricots, per lb.....10@12c
Elderberries, per lb.....18c
Raisins, layer, per lb.....25@30c
Figs, per lb.....10@15c
Dates, per lb.....8c
Citron peel, per lb.....15@20c
Lemon peel, per lb.....15@20c
Orange peel, per lb.....15@20c
Cherries, per lb.....12c
Raisins, loose, per lb.....8c
Peaches, per lb.....5@8c
Black raspberries, per lb.....

FRUIT—CANNED.

Peaches, 2-lb can.....15@20c
Apricots, 2-lb can.....15@18c
Plums, 2-lb can.....12@18c
Cherries, 2-lb can.....10c
Pears, 2-lb can.....10@12c
Pineapples, 2-lb can.....
Red raspberries, 2-lb can.....25c
Strawberries, 2-lb can.....25c

PROVISIONS.

Butter, per lb.....25@28c
Eggs, per dozen.....30c
Cheese, per lb.....15c
Lard, new, per lb.....8@10c
Cottolene, per lb.....11c
Smoked hams, per lb.....12½c
Smoked Cal. hams, per lb.....9c
Smoked shoulders, per lb.....8c
Smoked bacon, per lb.....10½@12c
Salt pork, per lb.....10@12c
Sugar—XXXX, per lb. 7c; powdered, per lb. 6½c; cut-loaf, per lb. 7c; granulated, per lb. 6c; confectioners' A, per lb. 6c; soft A, per lb. 6c.

FISH—FRESH.

Whitefish, per lb.....14c
Salmon trout, fresh caught, per lb.....14c
Steak, cod, per lb.....14c
Halibut steak, per lb.....20@25c
Lake trout, per lb.....12c
Perch, skinned, per lb.....15c
Salmon steak, per lb.....25@30c
Fresh mackerel, each.....35@40c
Striped bass, per lb.....20c
Porgies, per lb.....15c
Flounders, per lb.....11c
Haddock, per lb.....12c
Clams, per dozen.....12c
Bullheads, per lb.....15c
Bluefish.....25c
Oysters, per quart.....35c
Smelts, per lb.....15@20c
Black bass, per lb.....15c
Spanish mackerel, per lb.....20c
Boiled lobsters, per lb.....30c
Live lobsters, per lb.....30c
Sea trout.....10@12c
Sea bass, per lb.....25@30c
Kennebeck salmon.....25c
Lake herring.....15c
Fresh mackerel.....35@40c
Hot dripper.....15c
Porgies.....10c
Buck shad.....60c
Roe shad.....60c
Frost fish.....12½c

FISH—SALT.

Mackerel, per lb.....15c
Mackerel, No. 2, per lb.....20c
Mackerel, bloaters, per lb.....20c
No. 1 whitefish, per lb.....8c
Family whitefish, per lb.....8c
No. 1 trout, per lb.....8c
Sleeper, per lb.....7½@8c
Halland herring, keg.....75@85c
Herring, per lb.....5c
Shrimp, per qt.....20c
Scollops, per qt.....40c

FLOUR.

Best patent, per bbl.....$7.50
Best roller process, per bbl.....6.50
Graham, per lb.....2½c
Rye, per lb.....2½c
Entire wheat, per 14-lbl. sack.....25c
Rice flour, per package.....5c
Gluten, per lb.....20@25c
Buckwheat, per sack.....
Prepared buckwheat, per 2-lb pkg.....10c
Prepared pancake flour, per 2-lb pkg.....10c
Cornmeal, per lb.....2½c

COFFEE.

Roasted Imperial, per lb.....18c
Roasted Rio, per lb.....16@18c
Roasted Java, per lb.....29@34c
Roasted Mocha, per lb.....35c
Green Mocha, per lb.....26@30c
Green Rio, per lb.....9@16c

CLOSING PRICES IN FOREIGN MARKETS

GENERAL QUOTATIONS

NEW YORK, Dec. 28.—COTTON—Spot closed lower; middling uplands 7.00 and gulf 7.25. Cotton futures closed barely steady: December, 6.45; January, 6.45; February, 6.45; March, 6.50; April, 6.55; May, 6.61; June, 6.70; July, 6.80; August, 6.95; October, 7.05.

FLOUR—Receipts 35,500 bbls. Exports 1,500 bbls. Sales 3,400 packages. Market held higher. RYE FLOUR—Market quiet; sales at $4.40@5.00, latter for fancy. CORN MEAL—Market steady; sales fine white and yellow at $1.30@1.35 and coarse at $1.24@1.25. BUCKWHEAT FLOUR—Market dull; quoted at $2.10@2.20 per 100 lbs.

WHEAT—Receipts 99,000 bush. Exports 1,000 bbls. Sales 3,400 packages. Market held higher. RYE FLOUR—Market quiet; sales at $4.40@5.00, latter for fancy. CORN MEAL—Market steady; sales fine white and yellow at $1.30@1.35 and coarse at $1.24@1.25. BUCKWHEAT FLOUR—Market dull; quoted at $2.10@2.20 per 100 lbs.

WHEAT—Receipts 99,000 bush. exports 1,000 bush; sales 4,500,000 bush futures and 40,000 bush spot. Spot irregular. No. 2 red at 1.08 in elevator and 1.08¾c f. o. b. afloat. No. 1 Northern Duluth at 1.24¾c f. o. b. afloat. No. 1 hard Manitoba at 1.16c f. o. b. afloat. Options opened easier and closed easy at ½@¾c net decline. No. 2 red May sold at 1.03@1.03¼c and closed at 1.03¼c. December sold at 1.03@1.03¾c and closed at 1.03¾c. July sold at 1.03@1.03¾c and closed at 1.03¾c. December sold at 1.20¾@1.21¼c and closed at 1.20¾c.

CORN—Receipts 167,000 bush; exports 1,000 bush; sales 15,000 bush futures and 40,000 bush spot; easy. No. 2 at 52c in elevator and 53¾c f. o. b. afloat. No. 2 yellow at 53½c. No. 2 white at 54c. Options lower; May closed at 51¾c and December at 50½c.

OATS—Receipts 58,000 bush; exports ....000 bush; sales ....000 bush futures; spot market firm; sales mixed 25 to 32 pounds 25¼@25½c, natural white 30 to 32 pounds at 27@28c, clipped white 32 to 36 pounds at 28@29c. Options nominal; December closed at ....c.

PORK—Market quiet; sales family at $14.00@15.50, short-clear at $13.75@16.25 and mess at $13.00@13.50.

VEGETABLES

NEW YORK.—POTATOES—Receipts today 4,661 bbls. Market ruled quiet but steady. State and Western quoted at $1.37@1.62½ per 180 lbs and State and Western at $1.25@1.50 per 165-lb bag. CABBAGE—In good demand and market ruled firm; Danish seed (red) quoted at $30.00@35.00 per ton; Danish seed (white) at $20.00@24.00 and domestic at $9.00@12.00 per ton.

ST. LOUIS.—POTATOES—Market ruled dull and easy; supply in excess of demand. On track: Iowa growth quoted at prime, well culled stock; receipts light, values firm. Prime New York stock quoted at 65@66c per bushel. CABBAGE—Market ruled steady under a fair movement. New York Danish quoted at $11.00@12.00 per ton and New York domestic at $8.00@10.00.

PHILADELPHIA.—POTATOES — Market barely steady under a sluggish demand. New York quoted at 60@65c per bushel for choice to fancy. CABBAGE—Market barely steady under liberal offerings and sluggish demand. Fresh Danish quoted at $10.00@12.00 per ton and do domestic at $5.00@7.00.

CINCINNATI.—POTATOES — Market ruled dull and easy; choice well-matured stock quoted at 40@45c per bushel and off stock at 30@35c. CABBAGE—Market ruled steady, with sales at $9.00@7.00 per ton on track for domestic and $12.00 for Danish.

CLEVELAND.—POTATOES — Market ruled steady with a fair demand at quotations. Fancy stock quoted at 65@65c per bushel in car lots. CABBAGE—Domestic quoted at $5.00@8.00 per ton and Danish and Holland at $12.00@15.00.

BOSTON.—POTATOES—Market ruled steady. Houlton Rurals quoted at 60@65c per bushel and Green Mountains at 60@65c.

HOPS

Business was at a standstill. Dealers reported no trading locally, and there were no new developments reported from up the State or the Coast. There was no pressure to market supplies, and prices were quoted unchanged but steady.

N. Y. State, crop 1904, choice....25 @27 c
N. Y. State, do, med. to prime..32 @34 c
N. Y. State, do, ordinary.....29 @31 c
N. Y. State, crop 1903.....30 @33 c
N. Y. State, olds.....14 @.. c
Pacific Coast, crop 1904, choice..34 @38 c
Pacific Coast, do, med. to prime..31 @33 c
Pacific Coast, do, ordinary.....29 @30 c
Pacific Coast, crop 1903, choice..30 @33 c
Pacific Coast, olds.....14 @17 c
German, crop 1904.....60 @72 c

DAIRY PRODUCTS

NEW YORK, Dec. 28.—BUTTER—Market firm; receipts today 6,607 packages. Creamery, common to extra, 17@25½c; imitation creamery, 17@23c; State dairy, common to extra, 17@24c; Western factory, common to extra, 16@22c; Elgins, 25½c; Imitation Elgins, 24c. CHEESE—Market firm; receipts today 1,000 packages. State, full cream, small colored, fancy, 13½c; do, large colored, fancy, 13½c; do, small white, fancy, 13½c; do, large white, fancy, 13½c; do, small colored, good to prime, 12½@13c; do, large colored, good to prime, 12½@13c; do, white, good to prime, 12½@13c; do, large white, good to prime, 12½@13c; do, common to fair, 10@12c; skims, full to light, 4@10c. EGGS—Market firm; receipts 8,154 cases. State, Pennsylvania and nearby, fancy, selected, white, 34@35c; do choice, 32@33c; do mixed fancy, 24@29c. Western fancy, selected, 26, do average best, 25. Southern, 19@25c.

DOMESTIC DRIED FRUITS

Evaporated apples are well sustained. Chops and waste in fair demand steady, but demand limited. Huckleberries weak, but other small fruits in light supply and firm.

Apples—
Evaporated, fancy, per lb.....6 @ 7
Evaporated, choice.....5 @ 5½
Evaporated, prime, per lb.....4½@ 4¾
Evaporated, common to good.....3½@ 4
Chops, per 100 lbs.....1 90@1 95
Cores and skins.....1 00@1 12
Raspberries—Evaporated, 1904.....22 @22
Huckleberries, 1904, per lb.....8½@9
Cherries, 1904, per lb.....13 @14

DOMESTIC GREEN FRUITS

Receipts today 7,313 bbls apples. Demand light, with most stock of ordinary quality, and market ruled weak with outside quotations exceptional.

Apples—
King per d-h bbl.....$2 00@3 50
Jonathan per d-h bbl.....2 00@3 00
Snow per d-h bbl.....1 50@2 50
Ben Davis per d-h bbl.....1 50@2 50
Spitzenberg per d-h bbl.....1 75@2 50
Spy per d-h bbl.....1 50@2 50
Baldwin per d-h bbl.....1 50@2 25
Greening per d-h bbl.....1 25@2 25

BEANS AND PEAS

NEW YORK, Dec. 27.—Receipts yesterday 2,600 bags; beans and 36 bbls peas. Business was of small volume, most of the receivers reporting only a few jobbing sales of such goods as were wanted for immediate use. Prices show no quotable change.

Beans—Marrow, 1904, choice.....$2 65@2 70
Beans—Marrow, fair to good.....2 45@2 60
Beans—Medium, 1904, choice.....1 85@.....
Beans—Pea, 1904, choice.....1 70@.....
Beans—Red kidney, 1904, choice..2 60@.....
Beans—White kidney, 1904, choice..2 25@2 35
Beans—White kidney, 1903, choice..2 10@.....
Beans—Black turtle soup, choice..2 15@.....
Beans—Yellow eye, 1904, choice..2 15@.....
Beans—Lima, California.....3 00@.....

HAY AND STRAW

NEW YORK, Dec. 27.—Very little change in the condition of the market. Timothy and clover seed continued dull, clover dragging at 65c.

Hay—Prime, (large bales).....$15@17 ..c
Hay—No. 1, large bales.....70 @72½c
Hay—No. 2, large bales.....60 @65 c
Hay—No. 3, large bales.....60 @60 c
Hay—Clover (mixed).....65 @70 c
Hay—Shipping pure.....50 @55 c
Straw—Long rye per 100 lbs.....1100 1150
Straw—Short rye.....65 @75c
Straw—Oat and wheat.....45 @50 c

PETROLEUM

OIL CITY, Dec. 28.—Credit balances sold at 1.25c. Certificates closed with no cash bids. Shipments, Pennsylvania 60,000 bbls; average 75,000; runs, 83,500 bbls, average 68,000. Shipments, Lima 78,000 bbls; average 57,000; runs ....000, average ....000.

LIVE STOCK

EAST BUFFALO, Dec. 28.—CATTLE—Receipts light. Market steady. Sales prime steers at $5.60@5.75, shipping at $4.75@5.85, butchers' $3.50@5.00; heifers at $3.00@4.50, cows at $2.50@4.10, bulls and stockers and feeders at $2.50@4.00.

VEALS—Receipts 100 head. Market steady; sales at $4.50@6.50.

HOGS—Receipts 5,100 head. Market fairly active and steady to 5c higher. Sales heavy at $4.80@4.85, mixed at $4.75@4.80, yorkers at $4.75@4.80, pigs at $4.75@4.80, roughs at $4.00@4.25, stags at $3.00@3.50, dairies at $4.75@4.80.

SHEEP AND LAMBS—Receipts 2,000 head. Market steady; sales at $4.00@5.00 for lambs, $3.00@3.75 for sheep.

TIMES WANT ADS

LET'S GET TOGETHER

THE TIMES wants your wants and you want your wants gratified. . . . . .

For 1 cent a word you can have your want ad printed in 19,000 copies of THE EVENING TIMES. Some publishers figure that from three to five persons read every paper. Let's be conservative and say that one person reads each copy of THE TIMES—which is certainly true—and your ad is read by 19,000 people.

Do you realize what this means? The combined seating capacity of the five Rochester theaters is 9,716. Imagine the five large audiences, each person holding a copy of THE TIMES containing your ad, then multiply the picture by two and you have an idea of what you are getting for one cent a word.

TIMES' WANT ADS DO PAY!

HELP WANTED—MALE

Advertisements under this head, 1 cent a word; no ads. less than 10 cents.

WANTED—Men to work on racks at night. Twenty cents an hour. Apply this afternoon. Genesee Paper Company, Lower Falls. 1229

WANTED—Fifty boys to sell our New Year's Calendar Greetings. Record office, 127 Main, East. 1225-30

WANTED—Recruits for the United States Marine Corps; able-bodied unmarried men between 21 and 35, good character, must speak, read and write English. Marines serve at sea, on men of war in all parts of the world, on land in our island possessions and at naval stations in the United States. Apply, Room 218, Livingston Bldg., 32 Exchange. 10-3-d-t-12-31

SPLENDID WAGES paid men who learn barber trade with us. Can earn scholarship, board, tools and transportation if desired; two months required; 150 wanted to prepare for spring trade. Particulars mailed. Moler Barber College, 390 Canal Street, New York. 224tf

DO YOU WRITE ADS?—Send address today on your business stationery for invaluable information Free. Harper Syndicate, Columbus, Ohio.

CASH for acceptable ideas. State if patented. Address The Patent Record, Washington, D. C. 216tf

SITUATION—MALE

Advertisements under this head are published free.

WANTED—Steady young man would like position in grocery or delivering or any other kind of work. Address, D-20, this office. 1229

PENSIONS

Advertisements under this head, 1 cent a word; no ads. less than 10 cents.

ALL VETERANS drawing less than $12 under Act of 1890 can get benefit of the new age rating by applying to J. M. Deyo, Pension Attorney, 36 Arcade. 1223tf

MUSICAL

Advertisements under this head, 1 cent a word; no ads. less than 10 cents.

GEO. R. STEBBINS, Music Dealer, Mandolins, piano, guitar, banjo, and violin teacher, 458 East Main. Private lessons, 50c. Class lessons, 25c. Classes of 10 or more pupils, free. Instruments bought, sold, exchanged or repaired. 9tf

WANTED

Advertisements under this head, 1 cent a word; no ad. less than 10 cents.

WANTED—Second hand sugar and crockery barrels; highest price paid for the same. 32 White Street. 1104-tf

SITUATION FEMALE

Advertisements under this head published free of charge.

WANTED—Position as good plain cook in small private family by reliable woman in city. No laundry. Address, 258 State Street, Room 12. 1230

LADIES' PERSONAL

Advertisements under this head, 1 cent a word; no ads. less than 10 cents.

"CASH FOR TRASH." Harry Harte buys gold plated or solid broken jewelry, old silver and watches. Remittance for mail packages made same day received. Address 602 Powers Block.

ADIES! Use Chichester's Diamond Pennyroyal Pills. It Reach Patent; only Reliable! Take no other. Buy of your Druggist, or send 4c. stamps, for particulars and "Relief for Ladies," in letter by return mail. Chichester Chemical Co., Philadelphia, Pa.

PERSONAL

Advertisements under this head, 1 cent a word, no ads. less than 10 cents.

CARPETS cleaned, steamed, 2c yard, all grades; feather beds, $1. Elder. 454 East Main Street. 'Phone R. 956. 812tf

50-CENT MAINSPRINGS; crystals, hunting, 7c; open face, 15c. Jewelry and clocks repaired. Harte, 602 Powers Building. 218tf

FOR RENT

Advertisements under this head, 1 cent a word; no ads. less than 10 cents.

FOR RENT—Stable at 57 South Washington Street for auto. or storage. No horses. Apply at house. 9-22-tf

FOR SALE

Advertisements under this head, 1 cent a word; no ad. less than 10 cents.

FOR SALE—Royal stock coal, chestnut size, $5.5 per ton; egg size, $5 per ton; for domestic use, $4.25 per ton. William Perry, Monroe Avenue corner Howell Street. Home 'phone 4317. 1221-tf

FOR SALE—500 tons coal or any part; No. 1 and 2 Chestnut coal for sale at $5.05 per ton. George T. Foster & Son, Clinton Avenue South, corner Griffith Street. Both 'phones 761. 1213tf

PHOTOGRAPHY

Advertisements under this head, 1 cent a word; no ad. less than 10 cents.

FOR the best and latest in the photographic art, at very low prices, go to Lehnkering's Studio, 24 State Street, over the White Kitchen. 1111tf

BOND LIST

U. S. 2s, regular				104½
U. S. 2s, coupon				104½
U. S. 3s, regular				104½
U. S. 3s, coupon				104½
U. S. small bonds				.....
U. S. 4s, regular				135½
U. S. 4s, coupon				136½
U. S. new 4s, regular				139¾
U. S. new 4s, coupon				139¾
D. C.				120
Atchison adjustment				94¾
Erie gen. 4s				92½
L. & N. 4s				102¾
Reading 4s				102¾
Iron Mountain 4s				96½
Wisconsin Central 4s				92½
Toledo 4s				82
Iron Mountain 4s				96
Southern Pacific 4s				83½
Wabash B's				69¼
Rocking Valley				111
Wheeling & L. E. 4s				93
Oregon Short Line 4s				101
Rock Island new 4s				89½
K. T. 2d 4s				83¾
Philippine 4s				110

	Opening	Highest	Lowest	Closing
WHEAT				
Dec	113	113½	112⅝	112⅞

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

5. The counties in which any part of it is to be located are as follows: Erie, Genesee, Livingston and Monroe Counties.

6. The amount of the capital stock shall be three million ($3,000,000) dollars.

7. The number of shares into which the capital stock is to be divided is to be thirty thousand (30,000) shares.

8. The name and postoffice addresses of the Directors of the corporation who shall manage its affairs for the first year are as follows, namely:

Henry H. Kingston, North American Building, Philadelphia, Pa.

J. Andrews Harris, Jr., North American Building, Philadelphia, Pa.

John J. Collier, North American Building, Philadelphia, Pa.

Horatio A. Foster, 650 Bullitt Building, Philadelphia, Pa.

T. Henry Dixon, Drexel Building, Philadelphia, Pa.

Samuel Welsh, Drexel Building, Philadelphia, Pa.

William B. Cutter, Ellicott Square, Buffalo, N. Y.

George A. Ricker, Ellicott Square, Buffalo, N. Y.

Herbert P. Bissell, Ellicott Square, Buffalo, N. Y.

9. The place where its principal office is to be located is the Village of Depew, County of Erie, State of New York.

10. The names and description of the streets, avenues and highways in which such railroad is to be constructed are as follows:

Beginning in the Ellicott or Batavia Road, in the easterly line of the Village of Depew, in the Town of Lancaster, in the County of Erie, New York, at the point of intersection of the said Ellicott or Batavia Road and a so-called street named Burlington Avenue, to which point the tracks of the Buffalo & Depew Railway Company are now constructed; running thence easterly in, along and upon the said Ellicott or Batavia Road through the unincorporated villages called Looneyville and Crittenden; and through the towns of Lancaster and Alden in the County of Erie and through the town of Darien in the County of Genesee, and the incorporated Village of Corfu; and the Town of Pembroke and the unincorporated Village of West Batavia, and the Town of Batavia, to the southwesterly line of the incorporated Village of Batavia, where the said line is intersected by said Ellicott or Batavia Road, sometimes also called the new Buffalo Road, on Pearl Street in said Village of Batavia, thence easterly in, along and upon said Pearl Street to South Main Street; thence in South Main Street to Walnut Street; in Walnut Street and crossing the Tonawanda Creek northerly to West Main Street; thence easterly in West Main Street to East Main Street; thence easterly in East Main Street to the easterly line of the said Village of Batavia; thence continuing in, along and upon the State Road so-called, through the Town of Batavia, and through the unincorporated Village of Stafford and the Town of Stafford, and through the incorporated Village of Le Roy, wherein said State Road is called Main Street; and through the Town of Le Roy, continuing upon said State Road in the said County of Genesee, and continuing upon said State Road through the Town of Caledonia in the County of Livingston, and the incorporated Village of Caledonia; along, through and upon said State Road, which is also called Main Street in said Village of Caledonia, to the street or highway which leads northerly to Mumford called North Street; thence continuing in said North Street, or highway, to and through the unincorporated Village of Mumford, Town of Wheatland, in the County of Monroe; thence continuing in said Main Street in the Village of Mumford) to State Street so-called in said Village of Mumford, (State Street being the highway leading easterly through the Village of Mumford); continuing thence in said highway, or State Street to Oatka Avenue and in said Oatka Avenue, to the lands of Henry Boehn; thence turning northeasterly and running over private right of way and crossing the following highways, to wit:

Oatka Creek Road, opposite the lands of George S. Campbell; the Belcoda Road, opposite said Campbell's lands; the North Road, opposite the lands of the Cameron-McVean estate, to and into the Town of Chili in said County of Monroe, crossing through the Town of Riga to and into the Town of Chili in said County of Monroe; crossing in the Town of Chili the following highways, to wit:

The Harmon or Clifton Road, opposite the lands of Elmer Harmon; the Saw-mill Road, opposite the lands of Hannah Burdett; the Braddock Bay Road, opposite the lands of Herbert Wadsworth; the Stryker Road, opposite the lands of Benjamin Bowen; the Stottle Road, opposite the lands of Isaac Smith; the Beaver Road, opposite the lands of Thomas White; the Kittle Road, opposite the lands of Esther Cronise; and continuing on a private right of way across the lands of the West Shore Railroad northerly to the Chili Road, at a point about fifteen hundred (1500) feet westerly from its intersection with the Paul Road; and continuing in, along and upon said Chili Road easterly to the Paul Road; thence easterly in, along and upon the said Paul Road to the River, or Scottsville, Road, so-called; thence northeasterly in, along and upon said River, or Scottsville, Road, to the south line of the City of Rochester, at its intersection with Genesee Street.

11. The names and postoffice addresses of each subscriber to the certificate and the number of shares he agrees to take in such corporation are as follows:

1. Henry H. Kingston, Philadelphia, Pa., 496 shares.

2. J. Andrew Harris, Jr., Philadelphia, Pa., 1 share.

3. John J. Collier, Philadelphia, Pa., 1 share.

4. Horatio A. Foster, Philadelphia, Pa., 1 shares.

5. T. Henry Dixon, Philadelphia, Pa., 1 share.

6. Samuel Welsh, Philadelphia, Pa., 1 share.

7. William B. Cutter, Buffalo, N. Y., 1 share.

8. George A. Ricker, Buffalo, N. Y., 1 share.

9. Herbert P. Bissell, Buffalo, N. Y., 1 share.

10. John T. Mooney, Depew, N. Y., 1 share.

11. George C. Riley, Buffalo, N. Y., 1 share.

12. George S. Minniss, Buffalo, N. Y., 1 share.

13. William G. Dargan, Buffalo, N. Y., 1 share.

14. William G. Bissell, Buffalo, N. Y., 1 share.

15. Allyn F. McNair, Buffalo, N. Y., 1 share.

In witness whereof, we have executed and acknowledged this certificate in duplicate, and have subscribed our respective names hereto.

Dated, 23rd day of November, 1904.

Henry H. Kingston,
J. Andrews Harris, Jr.
John J. Collier.
H. A. Foster.
T. H. Dixon.
Samuel Welsh.
William B. Cutter.
George A. Ricker.
Herbert P. Bissell.
John T. Mooney.
George C. Riley.
George S. Minniss.
Wm. G. Dargan.
William G. Bissell.
Allyn F. McNair.

State of New York, County of Erie, City of Buffalo, ss.

On this fifth day of December, 1904, before me personally came William B. Cutter, George A. Ricker, Herbert P. Bissell, John T. Mooney, George C. Riley, George S. Minniss, William G. Dargan, William G. Bissell and Allyn F. McNair, to me known to be the persons described in and who executed the foregoing Certificate, and severally duly acknowledged to me that they executed the same, for the purpose therein mentioned.

JAMES W. MURPHY,
Notary Public.

State of Pennsylvania, County of Philadelphia, City of Philadelphia, ss.

Henry H. Kingston, J. Andrews Harris, Jr., and John J. Collier, being severally duly sworn, each for himself, deposes and says he is a Director named in the foregoing Certificate of Incorporation; that at least $1,000.00 of capital stock for every mile of road proposed to be built has been subscribed thereto and paid in good faith and in cash to the Directors named in the Certificate, and that it is intended in good faith to construct the railroad therein described, and that each deponent is the bona fide owner of the amount of stock set opposite his name in the foregoing list of subscribers, and is worth the amount subscribed by him over and above his debts and liabilities.

HENRY H. KINGSTON,
J. ANDREWS HARRIS, JR.
JOHN J. COLLIER.

Sworn to before me this 5th day of December, 1904.

JAMES W. MURPHY,
Notary Public.

My commission expires January 19, 1907.

State of Pennsylvania, County of Philadelphia, ss.

Acknowledgment, (Notary).

I, M. Russell Thayer, Prothonotary of the County of Philadelphia and Clerk of the Courts of Common Pleas of said County, which are Courts of Record, having a common seal, being the officer authorized by the laws of the State of Pennsylvania to make the following Certificate, do by my Deputy, Charles B. Roberts, authorized by Act of Assembly of May 28, 1887, Certify, That Susan E. Patterson, Esquire, whose name is subscribed to the certificate of the acknowledgment of the annexed Instrument and thereon written, was at the time of such acknowledgment a Notary Public for the Commonwealth of Pennsylvania, residing in the county aforesaid, duly commissioned and qualified to administer oaths and affirmations and to take acknowledgments and proofs of Deeds or Conveyances for lands, tenements and hereditaments to be recorded in said State of Pennsylvania and to all whose acts, as such, full faith and credit are and ought to be given, as well in Courts of Judicature as elsewhere; and that I am well acquainted with the handwriting of the said NOTARY PUBLIC and verily believe his signature thereto is genuine, and further certify that the said Instrument is executed and acknowledged in conformity with the Laws of the State of Pennsylvania.

In testimony whereof, I have hereunto set my hand and affixed the seal of said Court, this 6th day of December, in the year of our Lord one thousand nine hundred and four (1904).

M. RUSSELL THAYER,
Prothonotary.

By CHAS. B. ROBERTS,
Dep. Prothonotary.

Durante Absentia, Secundum Legem.
12-12-1aw-3w-4t

NOTICE TO CREDITORS—Pursuant to an order of Hon. George A. Benton, surrogate of the County of Monroe, notice is hereby given, according to law, to all persons having claims or demands against Frank Geisenhof, late of the City of Rochester, County of Monroe, State of New York, deceased, to present the same with the vouchers thereof, to the undersigned Frederick R. Rauber, Executor, at his place for the transaction of business as such Executor, at No. 52 German Insurance Building, Rochester, N. Y., on or before the 15th day of April, 1905.

Dated, October 15th, 1904.

FREDERICK R. RAUBER,
Executor.

August V. Pappert, Attorney, 53 German Insurance Building, Rochester, N. Y.
10-17-1a-w-6mo

NOTICE TO CREDITORS—Pursuant to an order of Hon. George A. Benton, Surrogate of the County of Monroe, notice is hereby given, according to law, to all persons having claims or demands against Mary E. Otis, late of the City of Rochester, County of Monroe, State of New York, deceased, to present the same, with the vouchers thereof, to the undersigned administrator, with the will annexed, of said deceased, at his place for the transaction of business as such administrator, at No. 83 Powers Block, Rochester, on or before the 20th day of April, 1905.

Dated October 29, 1904.

EDWIN J. RICH,
Administrator.

Frank M. Goff, Attorney, 838 Powers Block, Rochester, N. Y.
10-29-1a-w-6m

NOTICE TO CREDITORS—Pursuant to an order of Hon. George A. Benton, Surrogate of the County of Monroe, notice is hereby given, according to law, to all persons having claims or demands against Isaac Willis, late of the City of Rochester, County of Monroe, State of New York, deceased, to present the same with the vouchers thereof, to the undersigned the Executor of the will of said decedent, at its place for the transaction of business as such Executor at No. 25 Exchange Street, Rochester, N. Y., on or before the 1st day of May, 1905.

Dated, October 25th, 1904.

ROCHESTER TRUST AND SAFE DEPOSIT CO.,
Executor.
10-27-1a-w-6mo

NOTICE TO CREDITORS—Pursuant to an order of Hon. George A. Benton, Surrogate of the County of Monroe, notice is hereby given, according to law, to all persons having claims or demands against Frank Treichel, late of the City of Rochester, County of Monroe, State of New York, deceased, to present the same with the vouchers thereof, to the undersigned as administrator of said Frank Treichel at her place for the transaction of business as such administrator at 617 Ellwanger & Barry Bldg., Rochester, N. Y., on or before the 4th day of April, 1905.

Dated October 1, 1904.

AUGUSTA TREICHEL,
W. C. Kohlmetz, Attorney for Administrator.
10-1-1aw-6mo

NOTICE TO CREDITORS—Pursuant to an order of Hon. George A. Benton, Surrogate of the County of Monroe, notice is hereby given, according to law, to all persons having claims or demands against Elizabeth Burkhardt, late of the City of Rochester, County of Monroe, State of New York deceased, to present the same, with the vouchers thereof, to the undersigned executor, Peter Burgett, at his place for the transaction of business as such executor, at his residence, West Rush, N. Y., on or before the 24th day of February, 1905.

Dated August 18, 1904.

PETER BURGETT,
Executor.
8-19-1aw-6m

NOTICE TO CREDITORS—Pursuant to an order of Hon. George A. Benton, Surrogate of the County of Monroe, notice is hereby given, according to law, to all persons having claims or demands against Helen P. Strong, late of the City of Rochester, County of Monroe, State of New York, deceased, to present the same, with the vouchers thereof, to the undersigned executor, Henry A. Strong, at his place for the transaction of business as such executor, at 343 State Street, Rochester, N. Y., on or before the 20th day of April, 1905.

Dated Oct. 15, 1904.

HENRY A. STRONG,
Executor.
10-15-1aw-6m

NOTICE TO CREDITORS—Pursuant to an order of Hon. George A. Benton, Surrogate of the County of Monroe, notice is hereby given, according to law, to all persons having claims or demands against Eliza Ann Hall, late of the City of Rochester, County of Monroe, State of New York, deceased, to present the same with the vouchers thereof, to the undersigned executrix, at her place for the transaction of business as such executrix, at 1 Gibbs Street, Rochester, N. Y., on or before the 20th day of April, 1905.

Dated October 20, 1904.

ELIZA ANN HALL,
Executrix.

Frank M. Goff, Attorney, 838 Powers Block, Rochester, N. Y.
10-29-1aw-6m

NOTICE TO CREDITORS—Pursuant to an order of Hon. George A. Benton, Surrogate of the County of Monroe, notice is hereby given, according to law, to all persons having claims or demands against Mary Ann Hall, late of the City of Rochester, County of Monroe, State of New York, deceased, to present the same with the vouchers thereof, to the undersigned executrix, at her place for the transaction of business as such executrix, at 1 Gibbs Street, Rochester, N. Y., on or before the 20th day of April, 1905.

Dated October 20, 1904.

MARY ANN HALL,
Executrix.

Frank M. Goff, Attorney, 838 Powers Block, Rochester, N. Y.
10-29-1aw-6m

NOTICE TO CREDITORS—Pursuant to an order of Hon. George A. Benton, Surrogate of the County of Monroe, notice is hereby given, according to law, to all persons having claims or demands against Mary Ann Hall, late of the City of Rochester, County of Monroe, State of New York, deceased, to present the same with the vouchers thereof, to the undersigned executrix, at her place for the transaction of business as such executrix, at 1 Gibbs Street, Rochester, N. Y., on or before the 20th day of April, 1905.

Dated October 20, 1904.

MARY ANN HALL,
Executrix.

Frank M. Goff, Attorney, 838 Powers Block, Rochester, N. Y.
10-29-1aw-6m

NOTICE TO CREDITORS—Pursuant to an order of Hon. George A. Benton, Surrogate of the County of Monroe, notice is hereby given, according to law, to all persons having claims or demands against Elizabeth Burkhardt, late of the City of Rochester, County of Monroe, State of New York deceased, to present the same, with the vouchers thereof, to the undersigned executor, Peter Burgett, at his place for the transaction of business as such executor, at his residence, West Rush, N. Y., on or before the 24th day of February, 1905.

Dated August 18, 1904.

PETER BURGETT,
Executor.
8-19-1aw-6m

NOTICE TO CREDITORS—Pursuant to an order of Hon. George A. Benton, Surrogate of the County of Monroe, notice is hereby given, according to law, to all persons having claims or demands against Helen P. Strong, late of the City of Rochester, County of Monroe, State of New York, deceased, to present the same, with the vouchers thereof, to the undersigned executor, Henry A. Strong, at his place for the transaction of business as such executor, at 343 State Street, Rochester, N. Y., on or before the 20th day of April, 1905.

Dated Oct. 15, 1904.

HENRY A. STRONG,
Executor.
10-15-1aw-6m

NOTICE TO CREDITORS—Pursuant to an order of Hon. George A. Benton, Surrogate of the County of Monroe, notice is hereby given, according to law, to all persons having claims or demands against Isaac Willis, late of the City of Rochester, County of Monroe, State of New York, deceased, to present the same with the vouchers thereof, to the undersigned the Executor of the will of said decedent, at its place for the transaction of business as such Executor at No. 25 Exchange Street, Rochester, N. Y., on or before the 1st day of May, 1905.

Dated, October 25th, 1904.

ROCHESTER TRUST AND SAFE DEPOSIT CO.,
Executor.
10-27-1aw-6mo

NOTICE TO CREDITORS—Pursuant to an order of Hon. George A. Benton, Surrogate of the County of Monroe, notice is hereby given, according to law, to all persons having claims or demands against Frank Treichel, late of the City of Rochester, County of Monroe, State of New York, deceased, to present the same with the vouchers thereof, to the undersigned as administrator of said Frank Treichel at her place for the transaction of business as such administrator at 617 Ellwanger & Barry Bldg., Rochester, N. Y., on or before the 4th day of April, 1905.

Dated October 1, 1904.

AUGUSTA TREICHEL,
W. C. Kohlmetz, Attorney for Administrator.
10-1-1aw-6mo

NOTICE TO CREDITORS—Pursuant to an order of Hon. George A. Benton, Surrogate of the County of Monroe, notice is hereby given, according to law, to all persons having claims or demands against Elizabeth Burkhardt, late of the City of Rochester, County of Monroe, State of New York deceased, to present the same, with the vouchers thereof, to the undersigned executor, Peter Burgett, at his place for the transaction of business as such executor, at his residence, West Rush, N. Y., on or before the 24th day of February, 1905.

Dated August 18, 1904.

PETER BURGETT,
Executor.
8-19-1aw-6m

NOTICE TO CREDITORS—Pursuant to an order of Hon. George A. Benton, Surrogate of the County of Monroe, notice is hereby given, according to law, to all persons having claims or demands against Caroline Sulstead, late of the City of Rochester, County of Monroe, State of New York, deceased, to present the same with the vouchers thereof, to the undersigned administrator or his attorneys at his place for the transaction of business as such administrator, at Nos. 19-24 Elwood Building, Rochester, N. Y., on or before the 15th day of June, 1904.

Dated December 7, 1904.

CHARLES A. LIND,
Administrator.

Lewis & McKay, Attorneys for Administrator, 19-24 Elwood Building, Rochester, N. Y.
12-08-1aw-6m

NOTICE TO CREDITORS—Pursuant to an order of Hon. George A. Benton, Surrogate of the County of Monroe, notice is hereby given, according to law, to all persons having claims or demands against Isaac Willis, late of the City of Rochester, County of Monroe, State of New York, deceased, to present the same with the vouchers thereof, to the undersigned the Executor of the will of said decedent, at its place for the transaction of business as such Executor at No. 25 Exchange Street, Rochester, N. Y., on or before the 1st day of May, 1905.

Dated, October 25th, 1904.

ROCHESTER TRUST AND SAFE DEPOSIT CO.,
Executor.
10-27-1aw-6mo

NOTICE TO CREDITORS—Pursuant to an order of Hon. George A. Benton, Surrogate of the County of Monroe, notice is hereby given, according to law, to all persons having claims or demands against Frank Treichel, late of the City of Rochester, County of Monroe, State of New York, deceased, to present the same with the vouchers thereof, to the undersigned as administrator of said Frank Treichel at her place for the transaction of business as such administrator at 617 Ellwanger & Barry Bldg., Rochester, N. Y., on or before the 4th day of April, 1905.

Dated October 1, 1904.

AUGUSTA TREICHEL,
W. C. Kohlmetz, Attorney for Administrator.
10-1-1aw-6mo

NOTICE TO CREDITORS—Pursuant to an order of Hon. George A. Benton, Surrogate of the County of Monroe, notice is hereby given, according to law, to all persons having claims or demands against Elizabeth Burkhardt, late of the City of Rochester, County of Monroe, State of New York deceased, to present the same, with the vouchers thereof, to the undersigned executor, Peter Burgett, at his place for the transaction of business as such executor, at his residence, West Rush, N. Y., on or before the 24th day of February, 1905.

Dated August 18, 1904.

PETER BURGETT,
Executor.
8-19-1aw-6m

NOTICE TO CREDITORS—Pursuant to an order of Hon. George A. Benton, Surrogate of the County of Monroe, notice is hereby given, according to law, to all persons having claims or demands against Caroline Sulstead, late of the City of Rochester, County of Monroe, State of New York, deceased, to present the same with the vouchers thereof, to the undersigned administrator or his attorneys at his place for the transaction of business as such administrator, at Nos. 19-24 Elwood Building, Rochester, N. Y., on or before the 15th day of June, 1904.

Dated December 7, 1904.

CHARLES A. LIND,
Administrator.

Lewis & McKay, Attorneys for Administrator, 19-24 Elwood Building, Rochester, N. Y.
12-08-1aw-6m

NOTICE TO CREDITORS—Pursuant to an order of Hon. George A. Benton, Surrogate of the County of Monroe, notice is hereby given, according to law, to all persons having claims or demands against Isaac Willis, late of the City of Rochester, County of Monroe, State of New York, deceased, to present the same with the vouchers thereof, to the undersigned the Executor of the will of said decedent, at its place for the transaction of business as such Executor at No. 25 Exchange Street, Rochester, N. Y., on or before the 1st day of May, 1905.

Dated, October 25th, 1904.

ROCHESTER TRUST AND SAFE DEPOSIT CO.,
Executor.
10-27-1aw-6mo

NOTICE TO CREDITORS—Pursuant to an order of Hon. George A. Benton, Surrogate of the County of Monroe, notice is hereby given, according to law, to all persons having claims or demands against Frank Treichel, late of the City of Rochester, County of Monroe, State of New York, deceased, to present the same with the vouchers thereof, to the undersigned as administrator of said Frank Treichel at her place for the transaction of business as such administrator at 617 Ellwanger & Barry Bldg., Rochester, N. Y., on or before the 4th day of April, 1905.

Dated October 1, 1904.

AUGUSTA TREICHEL,
W. C. Kohlmetz, Attorney for Administrator.
10-1-1aw-6mo

NOTICE TO CREDITORS—Pursuant to an order of Hon. George A. Benton, Surrogate of the County of Monroe, notice is hereby given, according to law, to all persons having claims or demands against Elizabeth Burkhardt, late of the City of Rochester, County of Monroe, State of New York deceased, to present the same, with the vouchers thereof, to the undersigned executor, Peter Burgett, at his place for the transaction of business as such executor, at his residence, West Rush, N. Y., on or before the 24th day of February, 1905.

Dated August 18, 1904.

PETER BURGETT,
Executor.
8-19-1aw-6m

NOTICE TO CREDITORS—Pursuant to an order of Hon. George A. Benton, Surrogate of the County of Monroe, notice is hereby given, according to law, to all persons having claims or demands against Helen P. Strong, late of the City of Rochester, County of Monroe, State of New York, deceased, to present the same, with the vouchers thereof, to the undersigned executor, Henry A. Strong, at his place for the transaction of business as such executor, at 343 State Street, Rochester, N. Y., on or before the 20th day of April, 1905.

Dated Oct. 15, 1904.

HENRY A. STRONG,
Executor.
10-15

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

GENERAL SPORTING NEWS AND CRISP GOSSIP

CHICAGO WON GAME

Rochester Y. M. C. A. Basketball Team Defeated by Y. M. C. A. Champions 49 to 28.

RAGGED PLAYING BY LOCALS

They Played a Close Contest in the Second Half But Had Slumped Too Far.

The Chicago Central Y. M. C. A. basketball team had an easy time defeating the Rochester Y. M. C. A. five last night, the score being 49 to 28. The local boys played a wretched game the first half, the score being 31 to 12, but picked up strongly in the second half, making 16 points, while Chicago scored 18. The superior height of the Chicago five told heavily against Rochester in the team formations, the visitors keeping the ball away from the locals and themselves putting into effect the very style of team play the Rochesters have been accustomed to use. The visitors proved invariably sure in basket shooting, while the Rochester five were way off in this respect, missing easy shot after shot, but for their unsteadiness in this respect in the first half Rochester might have swung into their usual confident style of play and have made the score reasonably close. They should not have been beaten by more than ten points at most playing their average game.

The Chicago five proved to be a fast bunch, well trained in signal plays, which they were fortunate in carrying through regularly by the better jumping of their center, who was more than six feet tall. Smith, who is usually the center of Rochester's scoring and team plays, had his hands full in tagging after his man. The Chicago team won the Y. M. C. A. championship at St. Louis, but were beaten by the Germans 39 to 28 in the open championship. This score fairly shows the relative merits of those two teams.

Rochester basketball folks were treated to an exhibition of the strictest interpretation of the rules by Referee Reynolds of Chicago. Rochester had difficulty in guarding the tall Chicago men fairly and suffered considerably in the penalizing. However, Mr. Reynolds was fair and the game was played according to the rules which so many who witness a game always seem to want ignored when the home team does not have the best of it.

Jardine of Chicago proved the most accurate goal tosser from foul ever seen in Rochester. He did not miss a single try in the first half and he had almost a dozen.

The Chicago men complimented the Rochesters on their game, saying the locals were no doubt the fastest and fairest players they had met upon their Eastern trip.

The line-up of the teams and summary of the game follows:

Rochester.		Chicago.
Jack	Left forward.	Berggren
Valsey	Right forward.	Jardine
Smith	Center.	Schommer
Avery, McDonnell	Left guard.	Watson
Rowland	Right guard.	Collins

First half.

Goals from field—Berggren 5, Jardine 2, Schommer 2, Watson 2, Jack 2, Smith 2, Rowland one point; goals from fouls, Jardine 9, and Valsey 3.

Second half.

Goals from field—Berggren 3, Collins 2, Watson 2, Schommer 1, Valsey 2, Jack 1, Rowland 1, McDonnell 1; goals from fouls, Valsey 5, Jardine 2.

Referee, Reynolds; umpire, Brown. Time, two 20-minute periods.

Leave Rochester 5.25 P. M.

Via N. Y. C. & H. R. R. in connection with the Michigan Central, "The Niagara Falls Route," arrive Detroit 12:25 p. m., Chicago 8 a. m. Through sleeping cars and dining car serving breakfast Niles to Chicago.

For information inquire of New York Central agents or address W. H. Underwood, G. E. P. A., Buaffio, N. Y.

1213-dto-1-04-'05

THE EVENING TIMES will be sent to any address for $3 a year. Can you think of a better Christmas present?

WINTER SPORTS AT THE BIG UNIVERSITIES ARE BOOMING

Holiday Recess Has Been Given Over to Hard Practice by Most of the Athletic Teams, As Hard Struggles Are Yet to Come.

PHILADELPHIA, Pa., Dec. 29.—The completion of the University of Pennsylvania's magnificent new gymnasium has made it possible for the Quaker oarsmen to begin their winter training earlier than they ever did before. As a result, Coach Ward, Captain Taylor and the rowing committee have already begun preliminary work several weeks in advance over the last few years. A year ago the Quakers made an innovation in the training of the oarsmen by giving all the candidates two weeks of preliminary work in cross-country running under the direction of Dr. J. K. Shell, the coach of the track team. So successful was this preliminary training that it will be repeated this winter and in addition the oarsmen will take up a special course of work under the direction of Dr. McKenzie, the new gymnastic director.

When Coach Ward receives the candidates to give them their first work on the rowing machines they will be much farther advanced physically than ever before. The Quakers' veteran rowing instructor will also have the added advantage of 32 rowing machines, instead of eight, as in previous years. The machines have been so arranged that one man can act as stroke for the entire 32 oarsmen, permitting the coach to instruct four times as many men at once as in pervious years.

The rowing committee and Coach Ward decided not to put a rowing tank in the new gymnasium. This was advocated, but Coach Ward has always contended that he can teach the stroke better on machines than in a tank. That his view is being shared by other coaches is shown by the fact that Yale and Harvard have abandoned the rowing tanks for the machines.

The prospects for a strong crew this year are very bright. Of the 1904 eight all but one man have returned. The only one lost is Captain Zane, who was a member of four Pennsylvania eights. The other seven men—Hermann, Vaux, Taylor, Boers, Crowell, Drayton and Stevenson—are all back again and will row. In addition to them, the four-oared crew is back again and the freshman eight is expected to supply several candidates for the 'varsity eight.

The meeting of the Athletic Association on Tuesday and the dedication of the gymnasium on the following day, brought out two of the pleasantest surprises the university has had in many years. At the meeting of the Athletic Association the directors were instructed to proceed at once with the construction of a training-house for the athletes. The total cost is to be $80,000. Of this amount one-half has been subscribed and the rest will be raised by means of a mortgage. The new training-house will be put up on the northwest corner of Franklin Field to the height of four stories and when completed will be the finest in the country. It will be sufficient to house the members of the various teams, the football team, crew, baseball team and track team, will be quartered here during the training seasons and will be obliged to pay the same amount for board and rooms as at the dormitories.

The second announcement was the gift of $50,000 by William Weightman, the multi-millionaire chemist, for the endowment of the new gymnasium. This sum is not to be used for the payment of salaries or building operations, but for the enlargement of the student physical education. The large exercise room on the second floor, also used as an auditorium, has been named Weightman Hall in honor of the donor. The equipment of the gymnasium is being rapidly installed and Dr. McKenzie will begin regular work with the students on the opening of the new term in January.

Especially is putting in the hardest kind of work on its new rink within the inclosure of the stadium. Last year by the narrowest squeak the team succeeded in defeating Yale, but Trainer MacMaster is by no means optimistic of a repetition of such luck this winter.

"It looks rather bad," said Scotty, shaking his head dubiously. "Shorty Carr, big, long-legged Clothier and Captain Souther were three mighty good men and we're feeling their loss this year. Still, the men are all working hard and if this will do it, they will beat the Eils again this winter, when they line up against each other in New York."

Of the three men whom Scotty mentioned the two whose loss has, in a sense, demoralized the team, are Carr and Clothier. Carr, who stood an inch or so over five feet in height, played end and there was none better in the business anywhere. Clothier, who was also the 'varsity football end and tennis champion, stood an inch or so over six feet in height and played next to Shorty at cover point. The two were a great combination and Grant and Newhall, who are trying to hold down their respective places this winter, are at the best, mean substitutes. Newhall is stocky and strong and breaks up interference well. He is poor at lifting, however, and not good at passing either. Grant is neither so quick, aggressive nor determined as Carr, and is one of the weak points of the team.

Of the four forwards Townsend is playing the best game. As a freshman last year this youngster gave promise of developing into something unusual, but few expected he would improve as rapidly as he has. He is fast as lightning down the ice, a clever dodger, sure in shooting, and ready to size up a situation accurately. Captain Galloway is playing only fairly, while MacLeod and Wilder, both of them veterans, are doing a trifle better. Early in the week the team seemed to have struck its gait, but went to pieces a few days later as the result of a shift. From this change it is now recovering and, profiting by their experience, the coaches probably will succeed all the better from now on.

Captain Schick's call for pole-vaulters the last week brings into prominence Harvard's great weakness on the track this year. The high-jumping contests which have been going on recently show only too clearly how sorely it she lacks good men in this event, and now Schick comes out in the Harvard Crimson, almost imploring men to come out as candidates for the vault. Up to the present time only one man—from last year's team, has appeared in the field. Gring, who made such a brilliant showing last year, is not in college, having accepted a business offer in California, and of the other candidates not one is particularly promising. In the hammer-throw, also, Harvard promises to be very weak, and Captain Schick is endeavoring to get men to come out also for this event.

Considerable interest has been aroused in the swimming team by the fact that an effort is on foot to get a new natatorium at Harvard, which shall be open to all members of the university. Up to the present time the team has been forced to practice in the private tanks of the swell private dormitories such as Craigie, Wetmorly, Claverly and Dunster. The erection of a university tank such as Princeton and Pennsylvania have would greatly benefit the swimming team, which, even as it is, includes a large number of the most prominent men in college among its devotees. Another thing which has aroused interest in swimming is the match with Yale, which has been arranged this year. Walter Harrison, who was elected captain of the team the last week, is taking hold of things with a vigorous hand, determined that Harvard shall not succumb to the Eils in this, the first meet of its kind ever held between the two famous old rivals.

And speaking of Harvard-Yale contests, the ratification of Hurley's reelection by the athletic committee last Wednesday makes it pretty certain that Harvard will give her Blue enemy a hard run for her money next fall. Hurley is a fighter from the ground up and if, as many hope, he succeeds in getting Bill Reid, coach of the championship 1901 team, to act in the same capacity next year, there is every chance that Harvard will break the long chain of New Haven victories.

Hurley's ratification shows that the authorities at Cambridge, as well as the undergraduates, believe in breaking away from supposedly cast-iron tradition, if by doing so they can bring Harvard to the front. It is needless to say that, after a period of considerable anxiety, their action greatly rejoiced Harvard men.

PLENTY DOING AT HARVARD

CAMBRIDGE, Mass., Dec. 29.—Seldom in Harvard's history has so much been doing in winter sports as there is at the present time. The hockey team

TRACK ATHLETES AT MICHIGAN

ANN ARBOR, Mich., Dec. 29.—Michigan track candidates are following the advice of Trainer Keene Fitzpatrick and have started light training. There are double reasons why the men are doing this. One is to get into good form, but the main object is to show Fitzpatrick the material he has in hand and the work he will have to do to turn out a championship team.

Fitzpatrick stated that never since he has come here has Michigan had such poor material and had lost so many M men through graduation.

"Why, we haven't a decent sprinter or high jumper," said Fitzpatrick. "When Hohn left, I thought I would have Stewart to fall back on, but he has not returned to college this year. Keeler is the only man I have for the sprints, and he is no match for Blair ana Rice of Chicago.

"All our high jumpers have left and they were all point winners at the inter-conference this summer. I have good men in the quarter-mile and the distance events. For the quarter-mile I have Captain Rebstock, Goodwin, Garrels and Lewis. For the half-mile I have Ramey and Stickney, but I am afraid that Captain Rebstock will have to run in this event. There are a lot of promising men for the half-mile, but I shall miss Morris Hall.

"There remains for the distances Stone, Coe, Stickney, Rowe, Conger, and many others. On the other hand, we are very strong in the weight events. Rose is still at college and he should have little difficulty in overcoming his opponents. He will have as team-mates Ackerman, Garrils and Captain Heston of the football team.

"If I turn out a championship team this year, I will be a surprised man, because everything is against Michigan. Chicago has an exceptionally strong team, losing but few men through graduation. On top of this all, the other Western universities will be pitted against Michigan because Michigan has won the championship of the West for five straight years."

All the Michigan undergraduates see that their outlook is not as rosy as it was heretofore and they will have to hustle to keep ahead. Michigan men are excellent fighters against adversity and one is safe in saying that when Michigan's first indoor meet is held some excellent material will have been developed by Fitzpatrick.

Coach Fitzpatrick is conceded by all to be one of the best athletic trainers in the world and his record merits this opinion. Not alone being trainer of four champion football teams, he has developed five champion track teams and sent two to Philadelphia that carried off all the honors there.

The men here have as much faith in his ability as in Yost's and they trust everything to him and few expect to be disappointed.

Fitzpatrick has with him Goodwin and Garrels, who represented Michigan in the quarter-mile at Chicago last summer, and they ran in the quarter-mile relay. They are both big fellows and exceptionally strong in sprinting the last 100 yards of the quarter.

Ramey, who will run the half-mile, defeated Hall here last year in the fast time of 2:01. This was done on a 14-lap track, and a good many expect to see him do better time this year. When it came to outdoor work, Ramey was not strong, due to the fact that, being ineligible to represent Michigan, he neglected training.

Rowe, who will be Stone's teammate, is without a doubt the best two-miler attending any university in the country today. He has former Captain Kelling's style of running, and he has already shown his caliber by defeating Stone and the rest of the university cracks in the annual cross-country run.

He also represented the First Regiment of Chicago and won many events for it.

Michigan's football players are in demand. No university in the country has as many men coaching different teams as has Michigan. McGugin had a successful season at Missisaippi; Herrnstein coached the Haskell Indians, a team that defeated the majority of Western teams and played Carlisle such an excellent game.

Besides these men, Maddock turned out a champion team at Utah; Graver did the same at Marietta, while Jones had a very successful season with Case.

All these men played on the 1902 and 1903 teams that held the Western championship. The men, under Yost's capable coaching, imbibed freely of the finer points of the game, and after leaving their services were in demand.

All three men coached their teams a la Yost style, with the result that champion is written on nearly all the footballs in their respective trophy cases.

All of these men purpose to r[illegible] Ann Arbor to attend the

PENNSY IS LEADING

First Round of Annual Tournament of Triangular College Chess League Is Ended.

SECOND ROUND ON TODAY

Cornell, Pennsylvania and Brown Are the Three Universities Entered in Contest.

NEW YORK, Dec. 29.—At the conclusion of the first round of the annual tournament of the triangular College Chess League yesterday, Pennsylvania led with 1½ points. Brown was second with one point, while Cornell, holder of the championship trophy, brought up the rear with half a point. Three games were contested between the six players in the competition, two being drawn, while the third was scored by Kirkpatrick of Pennsylvania at the expense of Darling of Cornell.

The three universities were represented as follows: Cornell, James R. Mitchell and J. F. Darling; Brown, W. W. Burton and P. V. Van Arsdale; University of Pennsylvania, M. B. Kirkpatrick and L. S. Johnston.

The play in detail:

First board—Kirkpatrick, Pennsylvania, won from Darling, Cornell, in a Ruy Lopez after 53 moves.

Second board—Van Arsdale, Brown, drew with Johnston, Pennsylvania, in a Sicilian defense after 66 moves.

Third board—Burton, Brown, drew with Mitchell of Cornell, in a Petroff defense after 30 moves.

The competition is the sixth of the series of which Cornell has to date won four and Pennsylvania one. The following are the scores of the contestants to date:

PENNSYLVANIA.	Won.	Lost.
Kirkpatrick	1	0
Johnston	½	½
Total	1½	½
BROWN.		
Burton	½	½
Van Arsdale	½	½
Total	1	1
CORNELL.		
Mitchell	½	½
Darling	0	1
Total	½	1½

In the second round scheduled for today the players will meet in the following order: Johnston, Pennsylvania, vs. Burton, Brown.

Darling, Cornell, vs. Van Arsdale, Brown.

Mitchell, Cornell, vs. Kirkpatrick, Pennsylvania.

ALL-AMERICAN TEAM CHOSEN BY WALTER CAMP

Position.	Player.	College.
End	Shevlin	Yale.
Tackle	Cozens	Princeton.
Guard	Piekarski	Pennsylvania.
Center	Tipton	West Point.
Guard	Kinney	Yale.
Tackle	Hogan	Yale.
End	Eckersall	Chicago.
Quarter	Stevenson	Pennsylvania.
Half	Hurley	Harvard.
Half	Heston	Michigan.
Full	Smith	Pennsylvania.

MEN  CURED

My Cured Patients Are My Best Advertisement

Contagious Blood Poison.

It may be in its primary stages. It may have been hereditary or contracted in early days. I stop its progress, eradicate every vestige of poison from the system, and this without the use of poisonous drugs.

I also cure VARICOCELE, STRICTURE, UNNATURAL DISCHARGES, LOSS OF MANLY VIGOR, NERVOUS DEBILITY, DRAINS, KIDNEY, BLADDER and Private Diseases. CERTAINTY OF A CURE IS WHAT YOU WANT. Remember, I guarantee to cure every case I accept for treatment or refund the money.

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Office Hours: 9 A. M. to 8 P. M. Sunday 10-12

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8 Hayward Bldg. 19 Clinton Ave. S.

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	lb.
Fowl	12c
Yearling Chickens	14c
Cal. Hams	7c
Pork Loin	8c
3 lbs. Lard	25c
Cheese, Full Cream	13c
Butter, Table Use	23c
Coffee, Acme Brand	17c
Teas—Green, Black, Mixed	25c
Condensed Milk, Tricolor Brand, (Pure) 3 cans	20c

H. R. EAST
37-43 Front St. 2-8 Corinthian St.

LIVERIES.



Robes so cozy, soft and warm.

Higgins' heated sleighs, cheeks so rosy; safe from harm.

Christmas jolly days—"49."

MELLOWED BY 10 YEARS
REPOSE IN THE WOOD

O.F.C. RYE
Crop of 1892.
A Perfect Whiskey
It's Pure——That's Sure
Served and Sold Everywhere.
New York & Kentucky Co
Sole Proprietor.
232 5th Avenue, New York.

Notice to Contractors

Notice is hereby given that sealed proposals will be received at the office of the Clerk of the Board of Contract and Supply, No. 28 City Hall, until 10 o'clock a. m., January 4, 1905, for the following:

One photograph cabinet.
Three Gamewell 15-inch gongs.
One Remington typewriter and cabinet.
Arch Street sidewalk cleaning.
Atlantic Avenue sidewalk cleaning.
Birr Street sidewalk cleaning.
Bowman Street sidewalk cleaning.
Congress Avenue sidewalk cleaning.
Dewey Avenue sidewalk cleaning.
Driving Park Avenue sidewalk cleaning.
Fillmore Street sidewalk cleaning.
Gardiner Avenue sidewalk cleaning.
Genesee Street sidewalk cleaning.
Glenwood Avenue sidewalk cleaning.
Kingston Street sidewalk cleaning.

All bids must be indorsed with the title of the work to which they relate, the name of the bidder and his residence. Information relative to the work may be procured at the City Engineer's office, on the fifth floor of the City Hall, where specifications and bidding sheets may be obtained after December 30th.

All bids must be upon the bidding sheets which will be furnished by the City Engineer. F. X. PIFER, Clerk.

12-29-d-5t

THE PEOPLE OF THE STATE OF NEW YORK: By the Grace of God Free and Independent.

To Frank Seeber, heir at law and next of kin of Jennie M. Brownell, send greeting:

Whereas, John W. Brownell, the Executor named in a certain instrument in writing, bearing date August 16, 1901, purporting to be the last Will and Testament of said Jennie M. Brownell, late of the Village of Fairport, in said County of Monroe, and State of New York, deceased, and relating to both real and personal estate, has lately made application to the Surrogate's Court of our County of Monroe, to have said instrument proved and recorded as a Will of personal and real estate, you, and each of you are cited and required to appear before the Surrogate of the County of Monroe, at his office in the City of Rochester, in said County of Monroe, New York, on the 30th day of February, 1905, at 10 o'clock in the forenoon of that day, then and there to attend the probate of said last Will and Testament. And if any of the aforesaid persons are under the age of twenty-one years, or insane or otherwise incompetent, they will please take notice that they are required to appear by their general guardian, if they have one, and if they have none, that they appear and apply for the appointment of a special guardian, or in the event of their neglect or failure to do so, a special guardian will be appointed by the Surrogate to represent and act for them in the proceedings for the probate of said Will.

In testimony whereof, we have caused the seal of the Surrogate's Court of the County of Monroe, to be hereto affixed.

(L. S.) Witness, Hon. George A. Benton, Surrogate of said County, at the City of Rochester, this 28th day of December, in the year of our Lord one thousand nine hundred and four.

ANDREW LUDOLPH,
Clerk Surrogate's Court.

Walter H. Hill, Attorney for Petitioner, 123 Powers Building, Rochester, N. Y.

12-29-law-6w-7t

NOTICE TO CREDITORS.—Pursuant to an order of Hon. George A. Benton, Surrogate of the County of Monroe, notice is hereby given, according to law, to all persons having claims or demands against Frank Xavier Fuller, late of the City of Rochester, County of Monroe, State of New York, deceased, to present the same with the vouchers thereof, to the undersigned executor of the last will and testament of said deceased, at his place for the transaction of business as such executor, at No. 241 Grand Avenue, on or before the first day of July, 1905.

Dated December 27, 1904.

THOMAS PIERCE,
Executor.

Henry S. McGonegal, Attorney for Executor. 12-28-law-6m

Horses for Sale

Department of Public Safety,
Rochester, N. Y., Dec. 27, 1904.

To Whom It May Concern:

Notice is hereby given that sealed bids will be received at the office of the Commissioner of Public Safety, Room 32, City Hall, for the following Police Patrol horses, the property of the city of Rochester, now at the Veterinary Hospital, Irving Park Avenue:

No. 1. Black gelding "Jack."
No. 2. Bay gelding "Fred."
No. 3. Bay gelding "Jim."

Bids will be opened at 10 A. M., Wednesday, January 4, 1905. Terms cash.

GEORGE A. GILMAN,
Commissioner of Public Safety.

12-29-d-5t

THE PEOPLE OF THE STATE OF NEW YORK—By the Grace of God Free and Independent:

To John Cunneen, Attorney General of the State of New York; John B. Hamilton, County Treasurer of Monroe County. To all creditors of and persons interested in the estate of Isaac B. Scranton, deceased, and to all heirs at law and next of kin whose names, residences, ages and relationship are unknown, of said Isaac B. Scranton, late of the Town of Ogden, in the County of Monroe, deceased, Greeting:

You are hereby cited and required to appear before the Surrogate of our County of Monroe, in the Surrogate's Court, on the 10th day of February, 1905, at 10 o'clock in the forenoon of that day, then and there to attend the probate of said last Will and Testament. And if any of the aforesaid persons are under the age of twenty-one years, or insane or otherwise incompetent, they will please take notice that they are required to appear by their general guardian, if they have one, and if they have none, that they appear and apply for the appointment of a special guardian, or in the event of their neglect or failure to do so, a special guardian will be appointed by the Surrogate to represent and act for them in the proceedings for the probate of said Will.

In Testimony Whereof, We have caused the seal of Office of our said Surrogate to be hereunto affixed.

(L. S.) Witness, Hon. Geo. A. Benton, Surrogate of said County, at Rochester, the 21st day of December, in the year of our Lord one thousand nine hundred and four.

GEO. A. BENTON,
Surrogate.

Berton W. Brown, attorney for petitioner, Spencerport, N. Y. 12-24-law-6w-7t

Department of Public Works

Sale of Property Under Tax Fore-

p. m., Wednesday, January 18, 1905, the following described parcels of real estate, situate in the City of Rochester, which have been acquired by the said city under tax foreclosure sale, as authorized by the Common Council:

Lots Nos. 5 and 6 of the Newcomb Homestead Association Tract—as the same is laid down on a map entitled "A map of the Newcomb Homestead Association," filed in Liber 8 of Maps, page 63, in Monroe County Clerk's office. Said lots are situated on the west side of Newcomb Avenue and are 40 feet wide and 120 feet deep, as shown on said map.

Lot No. 4 upon a map of the Loder Tract made by Horace Jones, surveyor, and filed in Monroe County Clerk's office. Said premises are located on the south side of Welcher Street, in the Fifteenth Ward in said city, and fronting 13½ feet on said street.

Lot No. 16, as laid down on a map of O'Brien's subdivision of a part of town lot No. 85, formerly in the town of Gates, now the City of Rochester, made by J. C. Ryan, surveyor, and filed in Monroe County Clerk's office. Said lot No. 16 is situated on the west side of Murray Street, formerly O'Brien Place, and is 40 feet front and rear and 82 feet deep.

Part of lot 66 in the Assessor's subdivision tract on Avon Place, in the Fourteenth Ward; being a part of the Bowen farm on the north side of said Avon Place, bounded north by lands of M. Flynn, east by lands of John Christ, and west by land now or formerly owned by John Nagle.

Lots Nos. 247, 249, 251, 253, 255, 257, 259, 261, 263 and 265, as laid down on a map of the "Flower City Building Lot Association" of Rochester, N. Y., on file in Monroe County Clerk's office, in Liber 4 of Maps, page 19; said lots being 50 feet front each, the same width in rear and about 161 feet deep, more or less, and fronting on the north side of Flower City Park.

Lot No. 1 Calhan and Wolff's re-subdivision of part of Avery L. Reed's subdivision of part of the Otis farm, situated on the south side of Lois Street, as shown on a map on file in Monroe County Clerk's office at Liber 6 of Maps, page 81.

Part of town lot No. 29, town of Greece, and of the subdivision thereof made by the Flour City Co-Operative Building Lot Association of Rochester, N. Y., Horace Jones, surveyor, in 1875, the map of which is on file in Monroe County Clerk's office, and being the lot designated in said map as No. 119, the said lots fronting on the north side of Flower City Park.

Lot two hundred and twenty (220) of the Flower City Building Lot Association Tract, on the south side of Flower City Park; said lot being 50 feet wide in front and rear and 132.83 feet deep.

Lot No. 279 of the Flower City Building Lot Association Tract, as shown on a map on file in Monroe County Clerk's office at Liber 4 of Maps, page 19, said lot fronting on the south side of Flower City Park, being 50 feet wide front and rear, and 202 and 3-12 feet deep.

The rear part of lots 47 and 61, inclusive, of Henry S. Brown's subdivision as shown on a map on file in Monroe County Clerk's office at Liber 9 of Maps, page 143, and also as shown on a map of Henry S. Brown's resubdivision, Liber 9 of Maps, page 142, as a strip of land lying in the rear of lots 49 to 64, inclusive.

Lot 71 of Henry S. Brown's subdivision, situate on the east side of North Street, in the Eighth Ward. Said lot being 50 feet wide in front and rear and 124 feet deep.

Lot 72 of Henry S. Brown's subdivision, situate on the east side of North Street in the Eighth Ward of said city. Said lot being 40 feet wide in front and rear and 125 feet deep.

Lot No. 8 of the Beechwood by Minges and Williams Tract. Said lot is situate on Hayward Avenue, corner of Baldwin Street, and is 56.34 feet wide in front, 129 feet wide in rear and 123 feet deep, in the Eighteenth Ward of said city.

Lot 77 of the William Otis Building Lot Association Tract, situate on the east side of Burrows Street, in the Tenth Ward. Said lot being a triangular parcel of land 26 feet wide in front on Burrows Street, 100 feet deep on the south line and converging to a point on the north line.

Lot 5 of the Houston Tract, which is a subdivision of part of town lot No. 65, Township 1, west of the Genesee River, according to a map of said tract recorded in Monroe County Clerk's office, said lot is 50 feet wide front and rear, 132 feet deep and situate on the east side of Santee Street, in the Tenth Ward.

Part of subdivision lot No. 3 of the Ebenezer Bowen farm, so called, according to a map of said farm on file in Monroe County Clerk's office, bounded as follows: Beginning in the center of Culver Road northerly 44 feet from the northeast corner of one acre of land contracted to be conveyed by John G. Klinck to George H. Taylor and 19 2-3 rods from the north line of lands owned by Laura B. Klinck; thence running northerly 44 feet to a point in the center of said Culver Road; thence westerly and parallel with said Laura B. Klinck's said north line 20 rods; thence southerly and parallel with said highway 44 feet to a point; thence easterly on a line parallel with said Laura B. Klinck's said north line 20 rods to place of beginning.

Part of subdivision lot No. 3 of the Dr. Ebenezer Bowen farm, so called, according to a map of said farm on file in Monroe County Clerk's office, bounded as follows: Beginning in the center of Culver Road 88 feet northerly from the northeast corner of one acre of land contracted to be conveyed by John G. Klinck to George H. Taylor and 19 1-3 rods from the north line of lands owned by Laura B. Klinck; thence running northerly 44 feet to a point in the center of said Culver Road; thence westerly and parallel with said Laura B. Klinck's said north line 20 rods; thence southerly and parallel with said highway 44 feet to a point; thence easterly on a line parallel with said Laura B. Klinck's said north line 20 rods to the place of beginning.

Lots H, I, J and K of the Whitney Tract, situate on the east side of Magnolia Street in the Fifteenth Ward.

Lot No. 17 of Moulson's subdivision of Kedle farm, situate at the corner of Remington and Ereth Street in the Seventeenth Ward. Said lot being 32 42-100 feet wide in front and rear and 112 feet deep.

That part of Moulson's subdivision of the Kedle farm, according to a map recorded in Monroe County Clerk's office, bounded and described as follows: Beginning at a point in the center of Remington Street 7 chains, 8 links south from the center of Norton Street; thence southerly along the center of Remington Street to the center of Lang Street; thence along the center of Lang Street east 7 chains, 72 links; thence northerly parallel with Remington Street to the south line of lot 67; thence along the south line of lot 67, 2 chains and 72 links to the place of beginning. The same being lot No. 68 of Moulson's resubdivision of the Kedle farm, situate at the northeast corner of Remington Street and Lang Street.

Lot 19 of Section B of St. Joseph Street Lot Association Subdivision. Said lot is 38 feet wide front and rear, 115 feet deep, and situate on the east side of Townsend Street, in the Seventeenth Ward.

Lot 50 of Jackson Homestead Association Tract, situate at the corner of Portland Avenue and Pomeroy Street, in the Seventeenth Ward. Said lot being 36 feet wide in front and rear and 114 feet deep.

Lot 74 of the Jackson Homestead Association Tract, situate on the north side of Pomeroy Street, in the Seventeenth Ward. Said lot being 40 feet wide in front and rear and 114 feet deep.

Lot 124 of the Jackson Homestead Association Tract, situate on the north side of Jackson Street, in the Seventeenth Ward.

Lot 303 of the East Rochester Building Lot Association Tract. Said lot is 72 feet wide in front, 66.5 feet in rear, 172 feet deep on the north line, 142.67 feet deep on the south line, and situate on the west side of Culver Road, in the Eighteenth Ward of said city.

Lot 306 of the East Rochester Building Lot Association Tract. Said lot is 80 feet wide in front, 75.5 feet wide in rear, 132.83 feet deep on the north line and 102.5 feet deep on the south line, and situate on the west side of Culver Road, in the Eighteenth Ward of said city.

Lot 322 of the Goodman Street Homestead Association Tract. Said lot is 24.83 feet wide front and rear and 125 feet deep and situate on Bay Street, in the Eighteenth Ward.

Lot 21 of Otis and Poole subdivision of part of Town Lot 42. Said lot is 25 feet wide, front and rear, 132 feet deep, and situate on the south side of Main Street East, in the Eighteenth Ward.

Lot 89 of the Rapids Tract. Said lot is 50 feet wide in front, 52.5 feet wide in rear, 84.5 feet deep to the railroad on its south line and 86.5 feet deep to the railroad on its north line, and situate on the west side of Plymouth Avenue, in the Nineteenth Ward.

Lot 273 of the Flower City Co-Operative Building Lot Association Tract, said lot being 36 feet wide front and rear and 161 feet deep, and situate on the north side of Flower City Park, in the Tenth Ward.

No. 11—Subdivision No. 3 of the Warner property, formerly in the town of Brighton, but now in the City of Rochester, bounded on the north by a line parallel with the old city line, and 1,395 feet distant southerly therefrom, east by South Avenue; south by Highland Avenue; west by Mt. Hope Avenue; containing 11.88 acres, more or less, excepting therefrom lots 2, 3, 4, 5, 26, 27 and 56, as shown on map in the Monroe County Clerk's office

Circulation Equal to That of The Times

THE DAILY SLEDGE

Published in the Interests of the Anvil Chorus

"If You Can't Knock Don't Boost."

VOL. II, No. 15. Rochester, N. Y., Dec. 29. Priceless.

EDITORIAL.

Have the bills commenced to come in?

"Are the American people growing shorter?" asks The Medical Record. As for us, we couldn't be any shorter than we are, just at this time.

How do you like your new slippers?

King Edward is said to have knighted the inventor of an artificial light. This gives the funny men a chance to say something about the inventor lighting the night.

The literary editor of the Bluff City (Kan.) News says "the world can never pay the debt it owes to such fictitious writers as Hawthorne, McKenzie, Landor, Hunt and Marion Harland." What is the matter with Laura Jean?

Don't forget the water wagon.

DAILY MOTTO FOR THE HOME.

"Mighty drunks from little drinks grow."

ANSWERS TO CORRESPONDENTS.

Editor Sledge: Why is the assistant "chemist" of an East Main Street "laboratory" called "Butt"?

B. V.

We give it up.

TOO LATE TO CLASSIFY.

GET ABOARD THE SLEDGE WATER WAGON.



If you contemplate getting on the water wagon next Sunday get on The Daily Sledge Water Wagon.

It is commodious, newly painted and has rubber tires. Send in your names in advance for seats. There is room enough for all, but the rush is liable to be big.

Performing a solo on a water wagon is lonesome work. An individual water wagon is a perverse affair, given to breaking down in front of saloons. The Sledge wagon is guaranteed.

THE BIRTHDAY CAKE SMILED.

Miss Ethel Bentley of the Macedon office left her desk for a few minutes this morning and on her return found it had been turned into a festive banquet board, a birthday cake smiling in the midst of numerous and some quite remarkable

PERSONAL MENTION.

Horace Moody installed the first local lodge of Tittle Diffs on Monday night.

Patrolman Reichenberger, 47th Precinct, had chicken for dinner Christmas.

Mr. William Torkington has just returned from an extended hunting trip. On Monday last in the wilds of Ontario he had a very exciting rabbit chase but his prey escaped him.

Mr. John Adams, a popular young man formerly of Newark, now of Rochester, has gone to the big CITY to spend his Christmas money. John should patronize local industries. Certainly there are places here where he could purchase Gold Bricks.

Dave Condon spent Christmas in Troy looking up tires for a new bicycle.

Bill Jones spent Christmas in Lyons.

INSTRUCTIONS TO SLEDGE CORRESPONDENTS.

Always begin wedding notices thus: A pretty home wedding occurred. (Weddings always occur as they are never anticipated even by the "contracting parties.")

Always write amounts thus: Four thousand, nine hundred and eighty-seven lbs. (Be sure and abbreviate pounds.)

When in doubt use large capitals.

Don't forget to say what color bodice the bride wore. (It is important.)

Even though you should fail to get the news of a fatal shooting, don't be guilty of calling down on a birthday party.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

Champions 49 to 28.

RAGGED PLAYING BY LOCALS

They Played a Close Contest in the Second Half But Had Slumped Too Far.

The Chicago Central Y. M. C. A. basketball team had an easy time defeating the Rochester Y. M. C. A. five last night, the score being 49 to 28. The local boys played a wretched game the first half, the score being 31 to 12, but picked up strongly in the second half, making 16 points, while Chicago scored 18. The superior height of the Chicago five told heavily against Rochester in the team formations, the visitors keeping the ball away from the locals and themselves putting into effect the very style of team play the Rochesters have been accustomed to use. The visitors proved invariably sure in basket shooting, while the Rochester five were way off in this respect, missing easy shot after shot. But for their unsteadiness in this respect in the first half Rochester might have swung into their usual confident style of play and have made the score reasonably close. They should not have been beaten by more than ten points at most playing their average game.

The Chicago five proved to be a fast bunch, well trained in signal plays, which they were fortunate in carrying through regularly by the better jumping of their center, who was more than six feet tall. Smith, who is usually the center of Rochester's scoring and team plays, had his hands full in tagging after his man. The Chicago team won the Y. M. C. A. championship at St. Louis, but were beaten by the Germans 39 to 28 in the open championship. This score fairly shows the relative merits of those two teams.

Rochester basketball folks were treated to an exhibition of the strictest interpretation of the rules by Referee Reynolds of Chicago. Rochester had difficulty in guarding the tall Chicago men fairly and suffered considerably in the penalizing. However, Mr. Reynolds was fair and the game was played according to the rules which so many who witness a game always seem to want ignored when the home team does not have the best of it.

Jardine of Chicago proved the most accurate goal tosser from foul ever seen in Rochester. He did not miss a single try in the first half and he had almost a dozen.

The Chicago men complimented the Rochesters on their game, saying the locals were no doubt the fastest and fairest players they had met upon their Eastern trip.

The line-up of the teams and summary of the game follows:

Rochester.		Chicago.
Jack	Left forward.	Berggren
Vaisey	Right forward.	Jardine
Smith	Center.	Schomm'r
Avery, McDonnell	Left guard.	Watson
Rowland	Right guard.	Collins

First half.

Goals from field—Berggren 5, Jardine 2, Schommer 2, Watson 2, Jack 2, Smith 2, Rowland one point; goals from fouls, Jardine 9, and Vaisey 3.

Second half.

Goals from field—Berggren 2, Collins 2, Watson 2, Schommer 1, Vaisey 2, Jack 1, Rowland 1, McDonnell 1; goals from fouls, Vaisey 5, Jardine 2.

Referee, Reynolds; umpire, Brown. Time, two 20-minute periods.

Leave Rochester 5.25 P. M.

Via N. Y. C. & H. R. R. in connection with the Michigan Central, "The Niagara Falls Route," arrive Detroit 12:25 p. m., Chicago 8 a. m. Through sleeping cars and dining car serving breakfast Niles to Chicago.

For information inquire of New York Central agents or address W. H. Underwood, G. E. P. A., Buaffio, N. Y.

1213-dto-1-04-'05

THE EVENING TIMES will be sent to any address for $3 a year. Can you think of a better Christmas present?

Local Teams, As a Rule, Begin to Do Well Now.

PHILADELPHIA, Pa., Dec. 29.—The completion of the University of Pennsylvania's magnificent new gymnasium has made it possible for the Quaker oarsmen to begin their winter training earlier than they ever did before. As a result, Coach Ward, Captain Taylor and the rowing committee have already begun preliminary work several weeks in advance over the last few years. A year ago the Quakers made an innovation in the training of the oarsmen by giving all the candidates two weeks of preliminary work in cross-country running under the direction of Dr. J. K. Shell, the coach of the track team. So successful was this preliminary training that it will be repeated this winter and in addition the oarsmen will take up a special course of work under the direction of Dr. McKenzie, the new gymnastic director.

When Coach Ward receives the candidates to give them their first work on the rowing machines they will be much further advanced physically than ever before. The Quakers' veteran rowing instructor will also have the added advantage of 32 rowing machines, instead of eight, as in previous years. The machines have been so arranged that one man can act as stroke for the entire 32 oarsmen, permitting the coach to instruct four times as many men at once as in pervious years.

The rowing committee and Coach Ward decided not to put a rowing tank in the new gymnasium. This was advocated, but Coach Ward has always contended that he can teach the stroke better on machines than in a tank. That his view is being shared by other coaches is shown by the fact that Yale and Harvard have abandoned the rowing tanks for the machines.

The prospects for a strong crew this year are very bright. Of the 1904 eight all but one man have returned. The only one lost is Captain Zane, who was a member of four Pennsylvania eights. The other seven men—Hermann, Vaux, Taylor, Boers, Crowell, Drayton and Stevenson—are all back again and will row. In addition to them, the four-oared crew is back again and the freshman eight is expected to supply several candidates for the 'varsity eight.

The meeting of the Athletic Association on Tuesday and the dedication of the gymnasium on the following day, brought out two of the pleasantest surprises the university has had in many years. At the meeting of the Athletic Association the directors were instructed to proceed at once with the construction of a training-house for the athletes. The total cost is to be $80,000. Of this amount one-half has been subscribed and the rest will be raised by means of a mortgage. The new training-house will be put up on the northwest corner of Franklin Field to the height of four stories and when completed will be the finest in the country. It will be sufficient to house the members of the various teams, the football team, crew, baseball team and track team, will be quartered here during the training seasons and will be obliged to pay the same amount for board and rooms as at the dormitories.

The second announcement was the gift of $50,000 by William Weightman, the multi-millionaire chemist, for the endowment of the new gymnasium. This sum is not to be used for the payment of salaries or building operations, but for the enlargement of the student physical education. The large exercise room on the second floor, also used as an auditorium, has been named Weightman Hall in honor of the donor. The equipment of the gymnasium is being rapidly installed and Dr. McKenzie will begin regular work with the students on the opening of the new term in January.

PLENTY DOING AT HARVARD

CAMBRIDGE, Mass., Dec. 29.—Seldom in Harvard's history has so much been doing in winter sports as there is at the present time. The hockey team especially is putting in the hardest kind of work on its new rink within the inclosure of the stadium. Last year by the narrowest squeak the team succeeded in defeating Yale, but Trainer MacMaster is by no means optimistic of a repetition of such luck this winter.

"It looks rather bad," said Scotty, shaking his head dubiously. "Shorty Carr, big, long-legged Clothier and Captain Souther were three mighty good men and we're feeling their loss this year. Still, the men are all working hard and if this will do it, they will beat the Elis again this winter, when they line up against each other in New York."

Of the three men whom Scotty mentioned the two whose loss has, in a sense, demoralized the team, are Carr and Clothier. Carr, who stood an inch or so over five feet in height, played point and there was none better in the business anywhere. Clothier, who was also the 'varsity football end and tennis champion, stood an inch or so over six feet in height and played next to Shorty at cover point. The two were a great combination and Grant and Newhall, who are trying to hold down their respective places this winter, are at the best, mean substitutes. Newhall is stocky and strong and breaks up interference well. He is poor at lifting, however, and not good at passing either. Grant is neither so quick, aggressive nor determined as Carr, and is one of the weak points of the team.

Of the four forwards Townsend is playing the best game. As a freshman last year this youngster gave promise of developing into something unusual, but few expected he would improve as rapidly as he has. He is fast as lightning down the ice, a clever dodger, sure in shooting, and ready to size up a situation accurately. Captain Gallaway is playing only fairly, while MacLeod and Wilder, both of them veterans, are doing a trifle better. Early in the week the team seemed to have struck its gait, but went to pieces a few days later as the result of a shift. From this change it is now recovering and, profiting by their experience, the coaches probably will succeed all the better from now on.

Captain Schick's call for pole-vaulters the last week brings into prominence Harvard's great weakness on the track this year. The high-jumping contests which have been going on recently show only too clearly how sorely she lacks good men in this event, and now Schick comes out in the Harvard Crimson, almost imploring men to come out as candidates for the vault. Up to the present time only one man—from last year's team, has appeared in the field. Grieg, who made such a brilliant showing last year, is not in college, having accepted a business offer in California, and of the other candidates not one is particularly promising. In the hammer-throw, also, Harvard promises to be very weak, and Captain Schick is endeavoring to get men to come out also for this event.

Considerable interest has been aroused in the swimming team by the fact that an effort is on foot to get a new natatorium at Harvard, which shall be open to all members of the university. Up to the present time the team has been forced to practice in the private tanks of the swell private dormitories such as Craigie, Wetmorly, Claverly and Dunster. The erection of a university tank such as Princeton and Pennsylvania have would greatly benefit the swimming team, which, even as it is, includes a large number of the most prominent men in college among its devotees. Another thing which has aroused interest in swimming is the match with Yale, which has been arranged this year. Walter Harrison, who was elected captain of the team the last week, is taking hold of things with a vigorous hand, determined that Harvard shall not succumb to the Elis in this, the first meet of its kind ever held between the two famous old rivals.

And speaking of Harvard-Yale contests, the ratification of Hurley's reelection by the athletic committee last Wednesday makes it pretty certain that Harvard will give her Blue enemy a hard run for her money next fall. Hurley is a fighter from the ground up and if, as many hope, he succeeds in getting Bill Reid, coach of the championship 1901 team, to act in the same capacity next year, there is every chance that Harvard will break the long chain of New Haven victories.

Hurley's ratification shows that the authorities at Cambridge, as well as the undergraduates, believe in breaking away from supposedly cast-iron tradition, if by doing so they can bring Harvard to the front. It is needless to say that, after a period of considerable anxiety, their action greatly rejoiced Harvard men.

TRACK ATHLETES AT MICHIGAN

ANN ARBOR, Mich., Dec. 29.—Michigan track candidates are following the advice of Trainer Keene Fitzpatrick and have started light training. There are double reasons why the men are doing this. One is to get into good form, but the main object is to show Fitzpatrick the material he has in hand and the work he will have to do to turn out a championship team.

Fitzpatrick stated that never since he has come here has Michigan had such poor material and had lost so many M men through graduation.

"Why, we haven't a decent sprinter or high jumper," said Fitzpatrick. "When Hohn left, I thought I would have Stewart to fall back on, but he has not returned to college this year. Keeler is the only man I have for the sprints, and he is no match for Blair and Rice of Chicago.

"All our high jumpers have left and they were all point winners at the inter-conference this summer. I have good men in the quarter-mile and the distance events. For the quarter-mile I have Captain Rebstock, Goodwin, Garrels and Lewis. For the half-mile I have Ramey and Stickney, but I am afraid that Captain Rebstock will have to run in this event. There are a lot of promising men for the half-mile, but I shall miss Harris fall.

"There remains for the distances Stone, Coe, Stickney, Rowe, Conger, and many others. On the other hand, we are very strong in the weight events. Rose is still at college and he should have little difficulty in overcoming his opponents. He will have as team-mates Ackerman, Garrils and Captain Heston of the football team.

"If I turn out a championship team this year, I will be a surprised man, because everything is against Michigan. Chicago has an exceptionally strong team, losing but few men through graduation. On top of this all, the other Western universities will be pitted against Michigan because Michigan has won the championship of the West for five straight years."

All the Michigan undergraduates see that their outlook is not as rosy as it was heretofore and they will have to hustle to keep ahead. Michigan men are excellent fighters against adversity and one is safe in saying that when Michigan's first indoor meet is held some excellent material will have been developed by Fitzpatrick.

Coach Fitzpatrick is conceded by all to be one of the best athletic trainers in the world and his record merits this opinion. Not alone being trainer of four champion football teams, he has developed five champion track teams and sent two to Philadelphia that carried off all the honors there.

The men here have as much faith in his ability as in Yost's and they trust everything to him and few expect to be disappointed.

Fitzpatrick has with him Goodwin and Garrels, who represented Michigan in the quarter-mile at Chicago last summer, and they ran in the quarter-mile relay. They are both big fellows and exceptionally strong in sprinting the last 100 yards of the quarter.

Ramey, who will run the half-mile, defeated Hall here last year in the fast time of 2:01. This was done on a 4-lap track, and a good many expect to see him do better time this year. When it come to outdoor work, Ramey was not strong, due to the fact that, being ineligible to represent Michigan, he neglected training.

Rowe, who will be Stone's teammate, is without a doubt the best two-miler attending any university in the country today. He has former Captain Kellog's style of running, and he has already shown his caliber by defeating Stone and the rest of the university cracks in the annual cross-country run.

He also represented the First Regiment of Chicago and won many events for it.

Michigan's football players are in demand. No university in the country has as many men coaching different teams as has Michigan. McGugin had a successful season at Mississippi; Herrnstein coached the Haskell Indians, a team that defeated the majority of Western teams and played Carlisle such an excellent game.

Besides these men, Maddock turned out a champion team at Utah; Graver did the same at Marietta, while Jones had a very successful season with Case.

All these men played on the 1902 and 1905 teams that held the Western championship. The men, under Yost's capable coaching, imbibed freely of the finer points of the game, and after leaving their services were in demand.

All three men coached their teams a la Yost style, with the result that champion is written on nearly all the footballs in their respective [illegible]

All of these men purpose to r[illegible] Ann Arbor to attend the [illegible] which is to be tendered the [illegible] men by the business men of th[illegible]

At this banquet gold footb[illegible] be given to the 'varsity men a[illegible] cups to the scrubs.

Chess League Is Ended.

SECOND ROUND ON TODAY

Cornell, Pennsylvania and Brown Are the Three Universities Entered in Contest.

NEW YORK, Dec. 29.—At the conclusion of the first round of the annual tournament of the triangular College Chess League yesterday, Pennsylvania led with 1½ points. Brown was second with one point, while Cornell, holder of the championship trophy, brought up the rear with half a point. Three games were contested between the six players in the connection, two being drawn, while the third was scored by Kirkpatrick of Pennsylvania at the expense of Darling of Cornell.

The three universities were represented as follows: Cornell, James R. Mitchell and J. F. Darling; Brown, W. W. Burton and F. V. Van Arsdale; University of Pennsylvania, M. B. Kirkpatrick and L. S. Johnston.

The play in detail:

First board—Kirkpatrick, Pennsylvania, won from Darling, Cornell, in a Ruy Lopez after 53 moves.

Second board—Van Arsdale, Brown, drew with Johnston, Pennsylvania, in a Sicilian defense after 66 moves.

Third board—Burton, Brown, drew with Mitchell of Cornell, in a Petroff defense after 30 moves.

Fitzpatrick stated that never since the competition is the sixth of the series of which Cornell has to date won four and Pennsylvania one. The following are the scores of the contestants to date:

PENNSYLVANIA.	Won.	Lost.
Kirkpatrick	1	0
Johnston	½	½
Total	1½	½
BROWN.		
Burton	½	½
Van Arsdale	½	½
Total	1	1
CORNELL.		
Mitchell	½	½
Darling	0	1
Total	½	1½

In the second round scheduled for today the players meet in the following order: Johnston, Pennsylvania, vs. Burton, Brown.

Darling, Cornell, vs. Van Arsdale, Brown.

Mitchell, Cornell, vs. Kirkpatrick, Pennsylvania.

ALL-AMERICAN TEAM CHOSEN BY WALTER CAMP

Position.	Player.	College.
End	Shevlin	Yale.
Tackle	Cooney	Princeton.
Guard	Mekarski	Pennsylvania.
Center	Tipton	West Point.
Guard	Kinney	Yale.
Tackle	Hogan	Yale.
End	Eckersall	Chicago.
Quarter	Stevenson	Pennsylvania.
Half	Hurley	Harvard.
Half	Heston	Michigan.
Full	Smith	Pennsylvania.

MEN  CURED

My Cured Patients Are My Best Advertisement

Contagious Blood Poison.

It may be in its primary stages. It may have been hereditary or contracted in early days. I stop its progress, eradicate every vestige of poison from the system, and this without the use of poisonous drugs.

I also cure VARICOCELE, STRICTURE, UNNATURAL DISCHARGES, LOSS OF MANLY VIGOR, NERVOUS DEBILITY, DRAINS, KIDNEY, BLADDER and Private Diseases. CERTAINTY OF A CURE IS WHAT YOU WANT. Remember, I guarantee to cure every case I accept for treatment or refund the money.

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FOWL

lb.	
Fowl	12c
Yearling Chickens	14c
Cal. Hams	7c
Pork Loin	8c
3 lbs. Lard	25c
Cheese, Full Cream	13c
Butter, Table Use	23c
Coffee, Acme Brand	17c
Teas—Green, Black, Mixed	25c
Condensed Milk, Tricolor Brand, (Pure) 3 cans	20c

H. R. EAST
37-43 Front St. 2-8 Corinthian St.

LIVERIES.



Robes so cozy, soft and warm.

Higgins' heated sleighs, cheeks so rosy; safe from harm.

Christmas jolly days—"49."

HASSAN CORK TIP CIGARETTES
Fragrant and pure—try them
10 for 5 cents. Dealers

Crop of 1892.

A Perfect Whiskey
It's Pure——That's Sure
Served and Sold Everywhere.

New York & Kentucky Co
Sole Proprietor.
232 5th Avenue, New York.

Notice to Contractors

Notice is hereby given that sealed proposals will be received at the office of the Clerk of the Board of Contract and Supply, No. 28 City Hall, until 10 o'clock a. m., January 4, 1906, for the following:

One photograph cabinet.
Three Gamewell 15-inch gongs.
One Remington typewriter and cabinet.
Arch Street sidewalk cleaning.
Atlantic Avenue sidewalk cleaning.
Birr Street sidewalk cleaning.
Bowman Street sidewalk cleaning.
Congress Avenue sidewalk cleaning.
Dewey Avenue sidewalk cleaning.
Driving Park Avenue sidewalk cleaning.
Fillmore Street sidewalk cleaning.
Gardiner Avenue sidewalk cleaning.
Genesee Street sidewalk cleaning.
Glenwood Avenue sidewalk cleaning.
Kingston Street sidewalk cleaning.

All bids must be indorsed with the title of the work to which they relate, the name of the bidder and his residence. Information relative to the work may be procured at the City Engineer's office, on the fifth floor of the City Hall, where specifications and bidding sheets may be obtained after December 30th.

All bids must be upon the bidding sheets which will be furnished by the City Engineer.

F. X. PIFER,
Clerk.

12-29-d-5t

THE PEOPLE OF THE STATE OF NEW YORK: By the Grace of God Free and Independent.

To Frank Seeber, heir at law and next of kin of Jennie M. Brownell, send greeting:

Whereas, John W. Brownell, the Executor named in a certain instrument in writing, bearing date August 16, 1901, purporting to be the last Will and Testament of said Jennie M. Brownell, late of the Village of Fairport, in said County of Monroe, and State of New York, deceased, and relating to both real and personal estate, has lately made application to the Surrogate's Court of our County of Monroe, to have said instrument proved and recorded as a Will of personal and real estate, you, and each of you are cited and required to appear before the Surrogate of the County of Monroe, at his office in the City of Rochester, in said County of Monroe, New York, on the 30th day of February, 1906, at 10 o'clock in the forenoon of that day, then and there to attend the probate of said last Will and Testament. And if any of the aforesaid persons are under the age of twenty-one years, or insane or otherwise incompetent, they will please take notice that they are required to appear by their general guardian, if they have one, and if they have none, that they appear and apply for the appointment of a special guardian, or in the event of their neglect or failure to do so, a special guardian will be appointed by the Surrogate to represent and act for them in the proceedings for the probate of said Will.

In testimony whereof, we have caused the seal of the Surrogate's Court of the County of Monroe, to be hereto affixed.

(L. S.) Witness, Hon. George A. Benton, Surrogate of said County, at the City of Rochester, this 28th day of December, in the year of our Lord, one thousand nine hundred and four.

ANDREW LUDOLPH,
Clerk Surrogate's Court.

Walter H. Hill, Attorney for Petitioner, 123 Powers Building, Rochester, N. Y.
12-29-law-6w-7t

NOTICE TO CREDITORS.—Pursuant to an order of Hon. George A. Benton, Surrogate of the County of Monroe, notice is hereby given, according to law, to all persons having claims or demands against Frank Xavier Fuller, late of the City of Rochester, County of Monroe, State of New York, deceased, to present the same with the vouchers thereof, to the undersigned executor of the last will and testament of said deceased, at his place for the transaction of business as such executor, at No. 201 Grand Avenue, on or before the first day of July, 1906.

Dated December 27, 1904.

THOMAS PIERCE,
Executor.

Henry S. McGonegal, Attorney for Executor.
12-29-law-6m

Horses for Sale

Department of Public Safety,
Rochester, N. Y., Dec. 27, 1904.

To Whom It May Concern:

Notice is hereby given that sealed bids will be received at the office of the Commissioner of Public Safety, Room 32, City Hall, for the following Police Patrol horses, the property of the city of Rochester, now at the Veterinary Hospital, Driving Park Avenue:

No. 1. Black gelding "Jack."
No. 2. Bay gelding "Fred."
No. 3. Bay gelding "Jim."

Bids will be opened at 10 A. M., Wednesday, January 4, 1905. Terms cash.

GEORGE A. GILMAN,
Commissioner of Public Safety.

12-28-d-5t

THE PEOPLE OF THE STATE OF NEW YORK—By the Grace of God Free and Independent:

To John Cunneen, Attorney General of the State of New York; John B. Hamilton, County Treasurer of Monroe County. To all creditors of and persons interested in the estate of Isaac B. Scranton, deceased, and to all heirs at law and next of kin whose names, residences, ages and relationship are unknown, of said Isaac B. Scranton, late of the Town of Ogden, in the County of Monroe, deceased. Greeting:

You are hereby cited and required to appear before the Surrogate of our County of Monroe, in the Surrogate's Court, on the 10th day of February, 1906, at 10 o'clock in the forenoon of that day, at the Surrogate's Office in the city of Rochester, then and there to show cause why a decree should not be made awarding letters of administration upon the estate of Isaac B. Scranton, late of the Town of Ogden, deceased, to William B. Moore, of Spencerport, N. Y., a creditor of said deceased, or to such person or persons having a prior right as may be entitled thereto.

In Testimony Whereof, We have caused the seal of Office of our said Surrogate to be hereunto affixed.

(L. S.) Witness, Hon. Geo. A. Benton, Surrogate of the said County, at Rochester, the 21st day of December, in the year of our Lord one thousand nine hundred and four.

GEO. A. BENTON,
Surrogate.

Berton W. Brown, attorney for petitioner, Spencerport, N. Y.
12-24-law-6w-7t.

Department of Public Works

Sale of Property Under Tax Foreclosure.

Rochester, N. Y., Dec. 23rd, 1904.

The Commissioner of Public Works will sell at public auction to the highest bidder for cash at the Common Council Chamber, third floor of the City Hall, at [illegible] feet front and rear and 92 feet deep.

Part of lot 56 in the Assessor's subdivision tract on Avon Place, in the Fourteenth Ward; being a part of the Bowen farm on the north side of said Avon Place, bounded north by lands of M. Flynn, east by lands of John Christ, and west by land now or formerly owned by John Nagle.

Lots Nos. 347, 349, 351, 353, 355, 357, 359, 361, 363 and 365, as laid down on a map of the "Flower City Building Lot Association" of Rochester, N. Y., on file in Monroe County Clerk's office, in Liber 4 of Maps, page 13; said lots being 50 feet front each, the same width in rear and about 161 feet deep, more or less, and fronting on the north side of Flower City Park.

Lot No. 1 Calihan and Wolff's re-subdivision of part of Avery L. Reed's subdivision of part of the Otis farm, situated on the south side of Lake Street, as shown on a map on file in Monroe County Clerk's office at Liber 6 of Maps, page 81.

Part of town lot No. 28, town of Greece, and of the subdivision thereof made by the Flour City Co-Operative Building Lot Association of Rochester, N. Y., Horace Jones, surveyor, in 1875, the map of which is on file in Monroe County Clerk's office, and being the lot designated in said map as No. 119, the said lots fronting on the north side of Flower City Park.

Lot two hundred and twenty (220) of the Flower City Building Lot Association Tract, on the south side of Flower City Park; said lot being 50 feet wide in front and rear and 192.53 feet deep.

Lot No. 279 of the Flower City Building Lot Association Tract, as shown on a map on file in Monroe County Clerk's office at Liber 4 of Maps, page 19, said lot fronting on the south side of Flower City Park, being 50 feet wide front and rear, and 202 and 3-12 feet deep.

The rear part of lots 47 and 61, inclusive, of Henry S. Brown's subdivision as shown on a map on file in Monroe County Clerk's office at Liber 9 of Maps, page 143, and also as shown on a map of Henry S. Brown's resubdivision, Liber 9 of Maps, page 12, as a strip of land lying in the rear of lots 49 to 64, inclusive.

Lot 71 of Henry S. Brown's subdivision, situate on the east side of North Street, in the Eighth Ward. Said lot being 99 feet wide in front and rear and 124 feet deep.

Lot 72 of Henry S. Brown's subdivision, situate on the east side of North Street in the Eighth Ward of said city. Said lot being 99 feet wide in front and rear and 125 feet deep.

Lot No. 48 of the Beechwood by Minges and Williams Tract. Said lot is situate on Hayward Avenue, corner of Baldwin Street, and is 56.24 feet wide in front, 59 feet wide in rear and 123 feet deep, in the Eighteenth Ward of said city.

Lot 77 of the William Otis Building Lot Association Tract, situate on the east side of Burrows Street, in the Tenth Ward. Said lot being a triangular parcel of land 262 feet wide in front on Burrows Street, 199 feet deep on the south line and converging to a point on the north line.

Lot 7 of the Houston Tract, which is a subdivision of part of town lot No. 6, Township 1, west of the Genesee River, according to a map of said tract recorded in Monroe County Clerk's office, said lot is 50 feet wide front and rear, 132 feet deep and situate on the east side of Santee Street, in the Tenth Ward.

Part of subdivision lot No. 1 of the Ebenezer Bowen farm, so called, according to a map of said farm on file in Monroe County Clerk's office, bounded as follows: Beginning in the center of Culver Road northerly 6 feet from the northeast corner of one acre of land conveyed by John G. Klinck to George H. Taylor and 13 1-3 rods from the north line of lands owned by Laura B. Klinck; thence running northerly 44 feet to a point in the center of said Culver Road; thence westerly and parallel with said Laura B. Klinck's said north line 20 rods; thence southerly and parallel with said highway 44 feet to a point; thence easterly on a line parallel with said Laura B. Klinck's said north line 20 rods to place of beginning.

Part of subdivision lot No. 2 of the Dr. Ebenezer Bowen farm, so called, according to a map of said farm on file in Monroe County Clerk's office, bounded as follows: Beginning in the center of Culver Road 8 feet northerly from the northeast corner of one acre of land contracted to be conveyed by John G. Klinck to George H. Taylor and 13 1-3 rods from the north line of lands owned by Laura B. Klinck; thence running northerly 44 feet to a point in the center of said Culver Road; thence westerly and parallel with said Laura B. Klinck's said north line 20 rods; thence southerly and parallel with said highway 44 feet to a point; thence easterly on a line parallel with said Laura B. Klinck's said north line 20 rods to place of beginning.

Lots H, I, J and K of the Whitney Tract, situate on the east side of Magnolia Street, in the Fifteenth Ward.

Lot No. 17 of Moulson's subdivision of Kedie farm, situate at the corner of Remington and Ereth Street, in the Seventeenth Ward. Said lot being 32 42-100 feet wide in front and rear and 112 feet deep.

That part of Moulson's subdivision of the Kedie farm, according to a map recorded in Monroe County Clerk's office, bounded and described as follows: Beginning at a point in the center of Remington Street 7 chains, 8 links south from the center of Norton Street; thence southerly along the center of Remington Street to the center of Lang Street; thence along the center of Lang Street east 2 chains, 72 links; thence northerly parallel with Remington Street to the south line of lot 87; thence along the south line of lot 87, 2 chains and 72 links to the place of beginning. The same being lot No. 88 of Moulson's resubdivision of the Kedie farm, situate at the northeast corner of Remington Street and Lang Street.

Lot 19 of Section B of St. Joseph Street Lot Association Subdivision. Said lot is 38 feet wide front and rear, 115 feet deep, and situate on the east side of Townsend Street, in the Seventeenth Ward.

Lot 50 of Jackson Homestead Association Tract, situate at the corner of Portland Avenue and Pomeroy Street, in the Seventeenth Ward. Said lot being 38 feet wide in front and rear and 114 feet deep.

Lot 74 of the Jackson Homestead Association Tract, situate on the north side of Pomeroy Street, in the Seventeenth Ward. Said lot being 40 feet wide in front and rear and 114 feet deep.

Lot 134 of the Jackson Homestead Association Tract, situate on the north side of Jackson Street, in the Seventeenth Ward.

Lot 306 of the East Rochester Building Lot Association Tract. Said lot is 72 feet wide in front, 86.5 feet in rear, 172 feet deep on the north line, 142.87 feet deep on the south line, and situate on the west side of Culver Road, in the Eighteenth Ward of said city.

Lot 306 of the East Rochester Building Lot Association Tract. Said lot is 80 feet wide in front, 75.5 feet wide in rear, 133.88 feet deep on the north line and 102.5 feet deep on the south line, and situate on the west side of Culver Road, in the Eighteenth Ward of said city.

Lot 292 of the Goodman Street Homestead Association Tract. Said lot is 24.82 feet wide front and rear and 125 feet deep and situate on Bay Street, in the Eighteenth Ward.

Lot 21 of Otis and Poole subdivision of part of Town Lot 42. Said lot is 25 feet wide, front and rear, 132 feet deep, and situate on the south side of Main Street East, in the Eighteenth Ward.

Lot 89 of the Rapids Tract. Said lot is 20 feet wide in front, 23½ feet wide in rear, 84.5 feet deep to the railroad on its south line and 98.5 feet deep to the railroad on its north line, and situate on the west side of Plymouth Avenue, in the Nineteenth Ward.

Lot 273 of the Flower City Co-Operative Building Lot Association Tract, said lot being 50 feet wide front and rear and 161 feet deep, and situate on the north side of Flower City Park, in the Tenth Ward.

No. II—Subdivision No. 3 of the Warner property, formerly in the town of Brighton, but now in the City of Rochester, bounded on the north by a line parallel with the old city line, and 1,205 feet distant southerly therefrom, east by South Avenue; south by Highland Avenue; west by Mt. Hope Avenue; containing 11.87 acres, more or less, excepting therefrom lots 2, 3, 4, 5, 26, 27 and 56, as shown on map in the Monroe County Clerk's office; also Virginia Terrace, a street 60 feet in width, extending from Reservoir Avenue to Highland Avenue.

THOMAS J. NE[illegible]
Commissioner of P[illegible]

Circulation Equal to That of The Times

THE DAILY SLEDGE

Published in the Interests of the Anvil Chorus

"If You Can't Knock Don't Boost."

VOL. II, No. 15. Rochester, N. Y., Dec. 29. Priceless.

EDITORIAL.

Have the bills commenced to come in?

"Are the American people growing shorter?" asks The Medical Record. As for us, we couldn't be any shorter than we are, just at this time.

How do you like your new slippers?

King Edward is said to have knighted the inventor of an artificial light. This gives the funny men a chance to say something about the inventor lighting the night.

The literary editor of the Bluff City (Kan.) News says "the world can never pay the debt it owes to such fictitious writers as Hawthorne, McKenzie, Landor, Hunt and Marion Harland." What is the matter with Laura Jean?

Don't forget the water wagon.

DAILY MOTTO FOR THE HOME.

"Mighty drunks from little drinks grow."

ANSWERS TO CORRESPONDENTS.

Editor Sledge: Why is the assistant "phenet" of an East Main Street "laboratory" called "Butt"?
B. V.
We give it up.

TOO LATE TO CLASSIFY.

LOST—Two checks calling for large amounts. Please return to Merry Mac, the troubador, care Tobacco Leaf.

WANTED—To know if J. B. Duke [illegible] clothes are controlled by the [illegible] Henry Murphy.

GET ABOARD THE SLEDGE WATER WAGON.



If you contemplate getting on the water wagon next Sunday get on The Daily Sledge Water Wagon.

It is commodious, newly painted and has rubber tires. Send in your names in advance for seats. There is room enough for all, but the rush is liable to be big.

Performing a solo on a water wagon is lonesome work. An individual water wagon is a perverse affair, given to breaking down in front of saloons. The Sledge wagon is guaranteed.

THE BIRTHDAY CAKE SMILED.

Miss Ethel Bentley of the Maccabee office left her desk for a few minutes this morning and on her return found it had been turned into a festive banquet board, a birthday cake smiling in the midst of numerous and some quite remarkable gifts.—Ann Arbor Argus.

DAILY POEM.

There was a man from Timbuctoux,
Who said, "I feel so awful bloaux
I really don't know what to doaux,
For in the world there's nothing neaux."

PERSONAL MENTION.

Horace Moody installed the first local lodge of Tiffle Diffs on Monday night.

Patrolman Reichenberger, Fifth Precinct, had chicken for dinner Christmas.

Mr. William Torkington has just returned from an extended hunting trip. On Monday last in the wilds of Ontario he had a very exciting rabbit chase but his prey escaped him.

Mr. John Adams, a popular young man formerly of Newark, now of Rochester, has gone to the big CITY to spend his Christmas money. John should patronize local industries. Certainly there are places here where he could purchase Gold Bricks.

Dave Condon spent Christmas in Troy looking up tires for a new bicycle.

Bill Jones spent Christmas in Lyons.

INSTRUCTIONS TO SLEDGE CORRESPONDENTS.

Always begin wedding notices thus: A pretty home wedding occurred. (Weddings always occur as they are never anticipated even by the "contracting parties.")

Always write amounts thus: Four thousand, nine hundred and eighty-seven lbs. (Be sure and abbreviate pounds.)

When in doubt use large capitals.

Don't forget to say what color bodice the bride wore. (It is important.)

Even though you should fail to get the news of a fatal shooting, don't be guilty of falling down on a birthday party.

Don't fail to mention the "sumptuous repast" following a "quiet home wedding."

No rule is given concerning the wedding trip because no Sledge writer ever forgot. "The happy couple left on the 1930 p. m. train for the East."

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

PREMIUM SYSTEM

Rochester Lodge of Machinists Issues a Statement to the Public.

WORSE THAN PIECE WORK

Union Men Think It Is High Time That Trouble in the Trade Be Settled.

The following statement to the public has been issued by William C. Mount, business agent of Rochester Lodge, International Association of Machinists:

The public generally are aware of a conflict existing, for the better part of two years past, between the I. A. of Machinists and the Manufacturers' Association, occasioned by an attempt on the part of the latter body to establish the obnoxious imposition known as the premium system as a permanent factor in our line of business.

Industrial war can not be long continued between parties so great in numbers and resources without detriment to the welfare of the community; and public interest is directly concerned with the objects and purposes of these opposing bodies.

Beside their mutually hostile and destructive efforts, the acts of individuals seem insignificant and may be in this connection properly ignored.

Such contests, held to be hurtful to the general welfare of the community in a material or business sense, are believed to be equally disastrous in a moral sense. Measures are taken, which, however technically lawful, would not under other circumstances be tolerated or even thought of—and resultant demoralization infects the general public.

Not Averse to Settlement

These reflections, deemed weighty and pertinent on all similar occasions, are here presented for candid consideration to the public mind. It is not because they were forgotten or ignored that we are found enlisted in this fight, but, because we are constrained thereto in defense of our just rights and legitimate interests. Nor are we averse to a just and fair settlement at any time, of all questions at issue between ourselves and our opponents. But no settlement can be considered final if justice be denied to any interest, public or private. Public opinion being an important factor and final arbiter in any such settlement it imports the public to be well informed as to facts and principles involved. Let there be no mistake. It is not from any sense of weakness or discouragement on our part that the idea of settlement is here advanced.

It may be the opinion of some, impressed by apparently great adverse odds, that we must be, financially or otherwise, in a bad way. The reverse is the fact. Both our Local Lodge and the I. A. of M. were never stronger than we are today. Since January 1, 1903, our local lodge has initiated and enrolled 104 new members. Our membership was never larger, and our dues and assessments were never more promptly paid. True, we have expended a large sum of money, but we have good value to show for it. We believe the proposed installation of the premium system in our midst to be practically beaten. It must necessarily be frowned down by public opinion wherever the facts concerning it are fully known. It is fairly certain, reflecting minds, whether in the Manufacturers' Association or out of it, with a full understanding of the facts, will not countenance practices formerly held to be grossly unjust, but contemptible and despicable.

Practice Once Condemned

Let us consider how, formerly, employers universally looked upon men who, even covertly and surreptitiously, ventured to put in practice the essential principles of the premium system. No man of mature years, accustomed to read newspapers, and to hear comments on current affairs, can fail to remember how, some few years ago, mention was occasionally made of some superintendent or foreman being caught extorting from workmen or workwomen, to whom he gave out work, a portion of their earnings as a consideration of securing their jobs. Nor can he fail to remember that when found out, no one denounced these acts as disgraceful and dishonorable more emphatically than the employers themselves. The offenders were either promptly called down and sternly rebuked or summarily discharged for thus levying blackmail upon their employes.

Now, these practices, once held to be infamous when operated by subordinates for their private profit, are practices in which some of the employers, in collusion with their subordinates, are desirous of putting in operation under the name of the premium system. Under this system, superintendent or foreman may do the dirty and despicable work of levying the blackmail; but, with the full knowledge and direction of the employer, who rakes in the proceeds. It strikes us that beside this system that of the ordinary grafter looks respectable. Can any procedure be more contemptible than for an employer to blackmail his employes?

Piece Work Bad Enough

Piece work is bad enough—too bad to be tolerated under ordinary circumstances; but the piece worker receives pay for all he does over an average day's work, while under the premium system he must surrender one-half to the employer. And this is the system which you gentlemen of the Manufacturers' Association lend your countenance and support. To this end you blacklist and persecute honest men whose only offense is that they resist the imposition by the only means at their command. Men for offering jobs which these men are hunted from shop to shop and from city to city by your association in order to deprive them of all chance to earn an honest living. Gentlemen, you ought to be glad that you are beaten as the facts show you to be.

Unquestionably the tide of public opinion is turning in our favor, and must so turn more and more as the merits of the controversy become more fully known.

We believe that there is for the animosity manifested towards us no just cause or occasion, and our position needs only to be fairly discussed and properly understood to be rather approved than opposed. That we stand and have always stood for equal and exact justice for employers and employes alike, and that our principles and policies are entirely conclusive. We hold that the true interests of employes and employers, rightly considered, are identical; and that there is no necessity in the nature of things for any antagonism.

Should not the true policy for both organizations be rather to get together, closing some means for preventing all antagonism and hostility in the future?

If there can be found anything in our principles and policy, which, when fairly considered and understood, is seen to be prejudicial on the whole to the just rights or interests of others, we have but to be convinced of the fact to make changes, and even sacrifices, if necessary, to conform to right and justice. We hope the time may soon come when we can be met on terms proving that this spirit animates all concerned.

Offered to Arbitrate

Early in the controversy we offered to submit every question under consideration, except the premium system, to arbitration. And while our members would not now consent to this, it may be possible if a committee of the Manufacturers' Association and a committee of the lodge could be got together, that some arrangement more friendly relations in future might be devised to our mutual benefit and satisfaction.

While we are frittering away means and efforts over a contest wholly regrettable and avoidable, we are losing many times more than the amount of possible gain to any one, or to all the employers together, by adoption of the premium system, besides we do not see how, as a result of combinations of certain overgrown monopolists, each one of whom already possesses more than a million dollars, any more than without prejudice to the rights and interests of the many, they can continue increasing their hoards by open and bare-faced extortion from the public of articles we are part.

There is a long list of the necessaries of life which all have to buy; another long list of manufacturers' supplies; another of transportation charges; still others too numerous to mention formed and forming, all of which foot up double the amount we would have to pay if only just prices were charged.

Far better for both organizations to array our strength against the promoters of these abuses and extortions, and in defense of our rights and comforts, the interests of the public, than to waste it in mutual conflict among ourselves. In all such contests, and conflicts, the interests of the general public must ultimately govern, and all who stand in the way, whether individuals, organizations, or courts, must go down before the might of public opinion.

Per Order of Local 93, I. A. of Machinists.
W. C. MOUNT,
Business Agent.

Drives All Before It

Aches and pains fly before Bucklen's Arnica Salve. So do Sores, Pimples, Boils, Burns and Piles, or no pay. 25c. Dake Drug Co.

CASTORIA.
Bears the Signature of [illegible]
This Kind You Have Always Bought

Locust Club Election

The Locust Club, the policemen's organization, held its annual election yesterday afternoon and last night. These officers were elected: President, D. T. Courtney; First Vice President, Edward T. Burke; Second Vice President, Joseph G. Schmucker; Third Vice President, Willis R. Lee; Fourth Vice President, George A. Fox; Fifth Vice President, Frederick Scholl; Secretary, James Mc D. Ellis; Treasurer, John S. Pearson; Finance Committee, Fred J. Decker, Philip Amlinger, James E. Bennett; Executive Committee, John J. Lynch, John M. Sellinger, John C. McClease.

"ROCK CUT" GANG HAS WOMAN LEADER

Police Obtain Evidence of Another Car Burglary on the Central. Love and Jealousy May Cause Robber Band's Undoing.

Evidences of a car burglary at East Rochester early in the present month came to light yesterday with the finding of six pairs of women's shoes that had been taken from a car of merchandise and stored in an abandoned factory building in Leighton Avenue. The footwear is now at Police Headquarters.

The shoes were part of a shipment made by Utz & Dunn early in the present month to a dealer named Hirschberg at Findlay, Ohio. The car in which they were shipped was attached to a through westbound freight in the East Rochester yards of the New York Central Railroad. Whether any other local manufacturing concerns made shipments at the same time is not positively known.

Officers familiar with the workings of the old "Rock Cut" gang of car burglars are of the opinion that the gang has transferred their stamping ground to a point nearer the city, or rather, nearer their homes in the northeastern section.

It is said that a woman takes a leading part in the councils of the gang.

The woman mentioned is the wife of one of the gang who is now serving a term in prison. The husband during his first term was paroled, after he had served a certain length of time, pending good behavior. Another member of the same gang, who was in love with the woman, took the husband out one night shortly after his release from prison and got him drunk. This was carried to the ears of the police and the husband was arrested a second time for violating his parole. He was sent back to prison to finish his unexpired term for the first offense.

After the husband had been disposed of the other member of the gang devoted all his attention to winning the affections of the wife, the police say, and was finally successful. These facts were uncovered during the investigation preceding the recent arrest of the Peters boys and "Casey" De Roo on charges of committing a car burglary at "Rock Cut."

PIN BOYS AND THE CHILD LABOR LAW

Mercantile Inspector Will Try to Prevent Employment of the Lads in Bowling Alleys.

After Jan. 1, Mercantile Inspector McAuliffe of the Health Board, will endeavor to prevent the employment of boys in the bowling alleys of the city. By the provisions of the labor law no child under 16 years of age can be employed longer than nine hours a day, and the hours of employment must be between 7 a. m. and 10 o'clock p. m.

Inspector McAuliffe states that he has received information that a number of boys under 14 years of age are employed in setting up pins in the bowling alleys of the city and that many of them are required to work long after the hour of 10 o'clock. He has sent to Albany to ascertain whether a permit can be legally issued to the boys for such work.

ABSOLUTE DIVORCE HAS BEEN GRANTED

Justice Nash Has Confirmed the Report of the Referee in the Heberger Case.

Justice Nash has granted a final decree of divorce in the case of John N. Heberger against Gertrude Heberger. The order of the Court was made on the findings of Referee Charles M. Williams.

George R. Van Alstyne appeared for the plaintiff and Gambee & Gambee for the defendant. The peculiar part of the affair is that the co-respondent and the principal witness for the defense were the bosom friends of the plaintiff. Frank J. Stoppler is named as co-respondent and Emil J. Vogel is the principal witness for the defendant.

Mrs. Heberger and Stoppler both reside in New York at present.

A Wonderful Change

Weak, sickly invalids are soon changed by Electric Bitters into healthy men and women. They cure or no pay. 50c. Dake Drug Co.

OFFICERS ELECTED

Ionic Chapter, R. A. M.—High Priest, W. E. Miller; King, George R. Van Alstyne; Scribe, F. Clark Brown; Treasurer, Frank Taylor; Secretary, C. H. Haskin. Installation, second Tuesday in January.

Pocahontas Council, 58, D. of P.—Pocahontas, May Rowe; Wenonah, A. Feeret; Prophetess, Carrie Ulrich; Powhatan, M. D. O'Laughlin; K. of R. Ella M. Byron; C. of W., Kathryn Weisenbonn; K. of W., Mary Brundage; Physician, Kathleen Buck, M. D.; representative to Great Council, Kathryn Weisenbonn; alternate representative, Minnie E. Perkins; Trustee, Agnes Flynn.

Court City of Rochester, F. of A.—Chief Ranger, Henry Leinen; Sub-Chief Ranger, Edward J. Ward; Financial Secretary, George R. Streeving; Secretary, Eugene Hatch; Treasurer, Albert Wood; Senior Woodward, Charles R. Hull; Junior Woodward, Edward Graffath; Senior Beadle, Henry Tallinger; Junior Beadle, George Hunt; Trustee, Frank Gosselin; Lecturer, John J. Moynihan; Physician for Rochester, Dr. E. M. Hague; Physician for Irondequoit, Dr. Bellamy.

John G. Klinck Lodge, I. O. O. F.—Noble Grand, Albert E. Lamey; Vice Grand, Benjamin F. Dillinger; Recording Secretary, George R. Streeving; Financial Secretary, J. M. Deyo; Treasurer, John Claus; Lodge Directors, J. M. Deyo, John Claus, John Gilweiler, Henry Baker, Eldon Hicks; Memorial Committee, John Claus. The officers will be installed next Monday evening.

For Police and Firemen

The fire and police pension funds were enriched to the extent of $350 yesterday by burglary insurance checks. Commissioner Gilman received two checks for $250 each from the Sibley, Lindsay & Curr Company, in recognition of the services of the Police and Fire Departments at the big fire in the dry goods district last February and also at the recent Bickford-Schantz fire, when the property of the Sibley firm in an adjoining building was saved from destruction. A check for $50 was received by Chief Little from Patrick Fahy for the prompt and efficient work of the Fire Department at the fire in the residence of Mr. Fahy on Prince Street.

BANQUET OF SOLONS

Annual Bowling Game in Afternoon and the Dinner in the Evening.

AN ABUNDANCE OF ORATORY

Addresses by Hon. Eugene J. Dwyer, Supervisor Beebe and Ansel Wright.

The fifth annual banquet of the Supervisors' Association of Monroe County was held last evening in the National Hotel. The dinner was more than usually elaborate and during its progress an orchestra under the direction of Fred A. Zeltler, leader of the Fifty-fourth Regiment Band, played. Several songs, the words of which were written by D. L. Ainsworth, were sung.

Following the dinner, Clerk Willis K. Gillette, acting as toastmaster, introduced Chairman Albert P. Beebe, who spoke in pleasant vein. Supervisor Alphonso Collins of Gates recited from James Whitcomb Riley and County Attorney Warren spoke on the successes of the past year.



SUPERVISOR ISAAC PALMER.
The Youngest Married Man in the Board.

More Speakers Than Votes

Hon. Eugene J. Dwyer was the first of the outside speakers. He said that he was surprised at the absence of the three Democrats who were down for speeches. They missed the opportunity of a lifetime, said Mr. Dwyer, to tell "how it happened."

"It occurs to me, however," said Mr. Dwyer, "that the great trouble with the Democratic party is that it has too many public speakers. While they are talking we are getting the votes. The last campaign was a very peculiar one indeed. We spent millions of dollars and sacrificed the lives of brave men and, as a part of the result, the Philippine Islands. Then a war of words had to be fought to decide whether we should give back to Spain what we had won and had a chance to look at them to see what we had got. The school boards here were also involved in the controversy."

Ansel E. Wright of Webster gave one of his characteristic addresses. Dr. J. L. Hazen of Brockport spoke.

During the course of the dinner Supervisor Isaac Palmer of Hamlin received many sly digs on his recent nuptials. All were of the good-natured variety and the genial young man from Hamlin had ready answer for all the quips and jokes.

During the session of the Board yesterday the seat of Supervisor Palmer was gorgeously decorated with flowers and green vines.

Annual Bowling Game

The annual bowling contest yesterday was a thing long to remember. There were two teams, captained by William S. Beard and H. M. McFarlin, the score standing as follows at the end of the fourth game. McFarlin team, 229, 240, 235, 220; Beard team, 190, 200, 235, 258.

The Beard team was made up as follows: Supervisor William S. Beard, Eighth Ward; ex-Supervisor Jacob Haltz, formerly of Gates, now of the Twentieth Ward; Supervisor Herbert B. Cash, Eighteenth Ward; ex-Supervisor H. C. Kennedy, Penfield; Supervisor A. P. Beebe, Parma; Supervisor C. C. Tozer, Ninth Ward; Supervisor Jared Hopkins, Pittsford, Supervisor H. E. Hamil, Clarkson; Thomas Barrett, Deputy Internal Revenue Collector; Ed Flen, Charles Cohen, Adam Finucane, Pittsford.

The McFarlin team was: Supervisor Henry McFarlin, Sixteenth Ward; Supervisor J. H. Ashton, Tenth Ward; Supervisor F. A. Defendorf, Perinton; Supervisor Griff D. Palmer, Twelfth Ward; Supervisor Charles E. Shafer, Sweden; Supervisor Thaddeus Dunn, Ogden; John J. Hyeron, Sherman Williams J. Quinlan, James Breeze, Parma; ex-Supervisor Ansel C. Wright, Webster; James B. Cullen, Chairman Democratic County Committee; C. F. Warrant, ex-Supervisor from Brighton.

Five Associations Represented

Five state associations of principals and teachers are represented at the convention. The Associated Principals, the Science Teachers and the Grammar School Principals discussed a proposed course of studies for academic and grammar schools. It is proposed to increase the number of hours of attendance and make the four years' course apply to the whole state. The plan when finally arranged will be recommended to the state authorities and adopted. Training Teachers and the Drawing Teachers discussed technical subjects.

After a thorough discussion, the five bodies, in joint session, unanimously passed the resolution adopted by the grammar school principals, urging the framing of a bill to be submitted at the next session of the Legislature, looking to the pensioning of superannuated teachers in the schools of the State. As a committee to draft such a bill President Conant appointed Principals Kennedy of Saratoga Springs, Pease of Oswego and Watson of Syracuse.

Principal W. S. Steel of Olean discussed the relations between the high and grammar school teachers.

So far as salaries are concerned, he thought that in cases of underpaid teachers they should at least receive as much for building up manood in the boys as do the barrooms for destroying it.

Principal W. T. Palmer of Bath read a paper on "Tenure of Office."

At the joint session of the Science Teachers' Association and Academic Principals yesterday afternoon Darwin L. Bardwell of the borough of Richmond, New York, made a report as Chairman of the Sub-Committee on Science.

George M. Turner of the Masten Park High School of Buffalo read a paper dealing with interesting phases of scientific work.

Assembly Hall in the City Hall was crowded last night on the occasion of a joint meeting of the educational bodies addressed by Hon. Andrew S. Draper, Commissioner of Education. His subject was "The New York Secondary School System."

Three applicants were accepted yesterday at the Marine Service Recruiting Station. They are Walter L. Mooney, Joseph T. Cronk and Herbert A. Norris, all of this city. They will leave Saturday for the Brooklyn Navy Yard. Eight candidates appeared at the Army Recruiting Station yesterday, but none was accepted. The following recruits were accepted Tuesday afternoon: Stanley H. Newell, Edward A. Hammond and Leonard Wake.

A CIVIL WAR CAPTAIN

Talks to the Point

"Until about two years ago I had had piles for about thirty years, at times bleeding and very painful. I got a fifty-cent box of Pyramid Pile Cure at the drug store, and used it and was entirely cured; got another box in case I needed it, and as the piles did not return in six months I gave the remedy to a friend of mine who wanted the doctor to operate to cure him. My friend said he would use the "pyramids" but he knew they would do him no good, but they cured him of piles of twenty-five years' standing. I am free from piles today, and have been since using Pyramid Pile Cure. I was Captain in the Civil War." James Adams, Soldiers' Home, Cal.

The majority of people labor under the impression that an operation is necessary in severe cases of piles, or hemorrhoids, and are very skeptical regarding the remedial virtues of any medicinal compound. Testimony like the above should certainly have a tendency to dispel this impression, although it is odd that such a fallacy should prevail, and still more odd that so many people should think an operation effects a permanent cure, whereas the contrary is more often the case.

We advise all sufferers from this painful complaint to buy a fifty-cent package of Pyramid Pile Cure at any drug store and try it tonight.

Those interested can not be too strongly urged to write Pyramid Drug Co., Marshall, Mich., for their little book describing the causes and cure of piles.

First Day
Second Day
Third Day
Every Day

of the New Year, on which you desire an exquisite dessert confection to make your family and guests confection-happy, serve them with

NABISCO SUGAR WAFERS

Begin aright by wishing your New Year's callers "Happy New Year" with these delicious creations.

FESTINO —another confection, like an almond in appearance and flavor, with a shell that dissolves on your tongue and surprises you with a delightful kernel of cream.

NATIONAL BISCUIT COMPANY

HONOR TO ROCHESTER

Miss Helen E. Lucas of This City Chosen President of Drawing Teachers' Association.

MISS ADAMS ALSO ELECTED

SYRACUSE, Dec. 29.—Miss Helen E. Lucas, supervisor of art work in the Rochester public schools, made the principal address yesterday at the principals' convention now being held in this city. Miss Lucas' subject was, "Use of Water Color in the Primary Grade." So much interest was aroused that Miss Lucas was asked to continue the discussion in the afternoon.

At the close of the discussion Miss Lucas was unanimously chosen President of the State Drawing Teachers' Association, an honor which goes to Rochester for the first time. Miss O. L. Adams, also of Rochester, was elected Vice President.

The State Training Teachers' Association finished its business, electing these officers: President, S. J. Shawson, Wellsville; Vice President, Miss Laura D. Haggerty, Buffalo; Secretary and Treasurer, L. D. Bigelow, Moravia; Executive Committee, J. M. Thompson, Penn Yan; Miss Ida Ellis, Canandaigua; Miss Mary Dugan, Fulton.

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Dear Sirs: I think I am suffering from ..... Please provide me with Week's treatment with Cal-cura Solvent, FREE OF ALL COST.

Name .....

Address .....

Any sufferer from Kidney trouble, Liver complaint, Diseases of the Bladder, Constipation, or Blood impurity, who really desires to find a Permanent Cure, may obtain a FREE TREATMENT with Cal-cura Solvent, Dr. David Kennedy's new medicine. Simply cut out the coupon above, and mail to the Cal-cura Company, Kennedy Row, Rondout, N. Y.

Cal-cura Solvent is unequaled by any preparation, and is Dr. Kennedy's greatest medicine. It acts on an entirely new principle.

Mr. William H. Miller of Matteawan, N. Y., says, "I was seriously troubled with my kidneys and bladder for over three years. Many doctors and various kidney remedies, gave me no relief.

One Week's Treatment Free

INDIAN BRAND CANNED GOODS

JUST LIKE THE FRESH VEGETABLE

Corn, Succotash, Peas Stringless Beans

Packed Only in SEALED OCTAGON CARTONS

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J. W. ELLIS, 27 West Ave.
ROY CROMWELL, 98 Monroe Ave.
DE WOLF & FRANK, 217 Park Ave.
H. J. SCOTT, Bennett and Main Sts. E.
J. A. CUBITT Est., 140 Alexander St.
MRS. M. ROESSER, 326 Webster Ave.
L. J. JOHNSON, Webster and Grand Avenues.
E. C. KRATZ, 382 South Ave.
REMMEL BROS., 546 South Ave.
GEORGE GERMAN, 420 Monroe Ave.
P. A. DePUYT, 313 Monroe Ave.
SILLER BROS., 155 North Union St.
R. A. HAMILTON, 44-46 Main St. E.
C. B. KENNING, William and Court Streets.
GOODBERLET BROS., 194 Campbell Avenue.
LUSINK BROS., 550 North Ave.
J. LEHLE, 114 Bay St.
A. ROGGELIN, 201 Central Park.
MRS. M. MITCHELL, William and Court Streets.
G. M. KUHN, 301 Monroe Ave.
F. J. HAWKINS, 6 Reynolds St.
D. J. HUGHES, 424 West Ave.
H. FRIESNER, 420 West Ave.
W. G. CALLAHAN, 43 Champlain St.
C. F. OSBORNE, 326 Genesee St.
MAY BROS., 257 Reynolds St.
J. A. BYERS, 311 Jefferson Ave.
J. O'NEIL, 340 Hyde Park Ave.
JAMES KEELER, 164 East Avenue.

ALSO BY

WURTH & FLAHERTY, PRATTSBURG, N. Y.
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O. BRUNDAGE, HAMMONDSPORT, N. Y.
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THE PEOPLE OF THE STATE OF NEW YORK, By the Grace of God Free and Independent.

To Gertrude Zimmer and Bertha Shorer, both of Rochester, New York, Henry C. Zimmer of Cleveland, Ohio, and George F. Zimmer of Pittsburg, Pennsylvania, widow, heirs at law and next of kin of George Zimmer, deceased, send greeting:

Whereas, William C. Zimmer, Margaretha Ursprung and Louise M. Berns, the Executors named in certain instruments in writing, bearing date respectively February 11th, 1903, and June 21st, 1904, purporting to be the last Will and Testament and Codicil thereto of said George Zimmer, late of the City of Rochester, in said County of Monroe and State of New York, deceased, and relating to both real and personal estate, have lately made application to the Surrogate's Court of our County of Monroe, to have said instruments proved and recorded as a Will and Codicil thereto of personal and real estate, you, and each of you are cited and required to appear before the Surrogate of the County of Monroe, at his office in the City of Rochester, in said County of Monroe, New York, on the 3d day of January, 1905, at 10 o'clock in the forenoon of that day, then and there to attend the probate of said last Will and Testament and Codicil. And if any of the aforesaid persons are under the age of twenty-one years, or insane or otherwise incompetent, they will please take notice that they are required to appear by their general guardian, if they have one, and if they have none, that they appear and apply for the appointment of a special guardian, or in the event of their neglect or failure to do so, a special guardian will be appointed by the Surrogate to represent and act for them in the proceedings for the settlement of said estate.

In testimony whereof, we have caused the seal of the Surrogate's Court of the County of Monroe, to be hereto affixed.

(L. S.) Witness, Hon. George A. Benton, Surrogate of said County, at the City of Rochester, this 27th day of December, in the year of our Lord one thousand nine hundred and four.

ANDREW LUDOLPH,
Clerk Surrogate's Court.

12-28-1aw-6w-7t

THE PEOPLE OF THE STATE OF NEW YORK—By the Grace of God Free and Independent.

To the creditors, legatees, devisees, heirs-at-law, next of kin and all other persons interested whose respective names, ages and places of residence are unknown, the Attorney-General of the State of New York and the Comptroller of the State of New York, the legatees, next of kin, heirs at law, creditors and persons interested in the estate of Ludwig Brockman, late of the City of Rochester, in the County of Monroe, deceased, greeting:

You are hereby cited and required to appear before the Surrogate of our County of Monroe, in the Surrogate's Court, on the 9th day of February, 1905, at 10 o'clock in the forenoon of that day, at the Surrogate's office in the City of Rochester, then and there to attend the judicial settlement of the accounts of John B. Hamilton as the administrator of the estate of said deceased. And if any of the aforesaid persons are under the age of twenty-one years, or insane or otherwise incompetent, they will please take notice that they are required to appear by their general guardian, if they have one, and if they have none, that they appear and apply for the appointment of a special guardian, or in the event of their neglect or failure to do so, a special guardian will be appointed by the Surrogate to represent them and act for them in the proceedings for the settlement of said estate.

In testimony whereof, we have caused the seal of the Surrogate's Court of the County of Monroe, to be hereto affixed.

(L. S.) Witness, Hon. Geo. A. Benton, Surrogate of said County, at the City of Rochester, this sixteenth day of November, in the year of our Lord, one thousand nine hundred and four.

ANDREW LUDOLPH,
Clerk Surrogate's Court.

Emil Ludekens, Attorney for Petitioners, 825 Chamber of Commerce Building, Rochester, N. Y. 11-17-1aw-6w-7t

NOTICE TO CREDITORS—Pursuant to an order of Hon. George A. Benton, Surrogate of the County of Monroe, notice is hereby given, according to law, to all persons having claims or demands against Elijah M. Wray, late of the City of Rochester, County of Monroe, State of New York, deceased, to present the same with the vouchers thereof, to the undersigned The Rochester Trust and Safe Deposit Company, the Executor, at the place for the transaction of business as such Executor at 25 Exchange Street, City of Rochester, N. Y., on or before the 24th day of January, 1905.

Dated, July 26th, 1904.

ROCHESTER TRUST AND SAFE DEPOSIT COMPANY,
Executor.

NOTICE TO CREDITORS—Pursuant to an order of Hon. George A. Benton, Surrogate of the County of Monroe, notice is hereby given, according to law, to all persons having claims or demands against the estate of Hannah T. Colvin, late of the City of Rochester, County of Monroe, State of New York, deceased, to present the same with the vouchers thereof, to the undersigned Executors at their place for the transaction of business as such Executors at No. 10 Mill Street, Rochester, N. Y., on or before the 25th day of February, 1905.

Dated, August 23d, 1904.

WILLIAM S. CASTLEMAN,
J. B. M. STEPHENS,
8-23-1aw-6mo Executors.

NOTICE TO CREDITORS—Pursuant to an order of Hon. George A. Benton, Surrogate of the County of Monroe, notice is hereby given, according to law, to all persons having claims or demands against Rosanna Cunninghan, late of the City of Rochester, County of Monroe, State of New York, deceased, to present the same with the vouchers thereof, to the undersigned, her executor, at his place for the transaction of business as such executor at No. 136 State Street, Rochester, N. Y., on or before the 11th day of March, 1905.

Dated Sept. 10th, 1904.

MILES T. O'REILLY,
Executor.

Joseph M. Feely, Attorney, 304 Powers Building. 9-10-1aw-6m

NOTICE TO CREDITORS—Pursuant to an order of Hon. George A. Benton, Surrogate of the County of Monroe, notice is hereby given, according to law, to all persons having claims or demands against George Peter Weber, late of the City of Rochester, County of Monroe, State of New York, deceased, to present the same with the vouchers thereof, to the undersigned Administrator with the will annexed at his place for the transaction of business as such at No. 617 Wilder Building, Rochester, N. Y., on or before the 1st day of February, 1905.

Dated, Rochester, N. Y., July 30th, 1904.

HENRY W. HALL,
Administrator with will annexed, of George Peter Weber, deceased.

7-30-1aw-6mo

NOTICE TO CREDITORS—Pursuant to an order of Geo. A. Benton, Surrogate of the County of Monroe, notice is hereby given, according to law, to all persons having claims or demands against Mary J. Barber, late of the City of Rochester, County of Monroe, State of New York, deceased, to present the same, with the vouchers thereof, to the undersigned, Albert J. Haines, executor, at his place for the transaction of business as such executor, at No. 16 Asbury Street, Rochester, N. Y., on or before the 1st day of January, 1905.

Dated June 15, 1904.

ADELBERT D. HAINES,
Executor.

George A. Gillette, Attorney for Executor, 29 Arcade, Rochester, N. Y. 1-27-1aw-6mo

NOTICE TO CREDITORS—Pursuant to an order of Hon. George A. Benton, Surrogate of the County of Monroe, notice is hereby given, according to law, to all persons having claims or demands against Anna Elliza Wolcott, late of the City of Rochester, County of Monroe, State of New York, deceased, to present the same with the vouchers thereof, to the undersigned, James E. Wolcott, Executor, at his place for the transaction of business as such Executor, at 713 Wilder Bldg., Rochester, N. Y., on or before the 31st day of December, 1904.

Dated, June 22d, 1904.

JAMES E. WOLCOTT,

THE PEOPLE OF THE STATE OF NEW YORK—By the Grace of God Free and Independent.

To the creditors, legatees, devisees, heirs-at-law, next of kin and all other persons interested whose respective names, ages and places of residence are unknown, the Attorney-General of the State of New York and the Comptroller of the State of New York, the legatees, next of kin, heirs at law, creditors and persons interested in the estate of Hannah T. Colvin, late of the City of Rochester, in the County of Monroe, deceased, greeting:

You are hereby cited and required to appear before the Surrogate of our County of Monroe, in the Surrogate's Court, on the 3d day of January, 1905, at 10 o'clock in the forenoon of that day, then and there to attend the probate of said last Will and Testament and Codicil. And if any of the aforesaid persons are under the age of twenty-one years, or insane or otherwise incompetent, they will please take notice that they are required to appear by their general guardian, if they have one, and if they have none, that they appear and apply for the appointment of a special guardian, or in the event of their neglect or failure to do so, a special guardian will be appointed by the Surrogate to represent them and act for them in the proceedings for the probate of said Will and Codicil.

In testimony whereof, we have caused the seal of the Surrogate's Court of the County of Monroe, to be hereto affixed.

(L. S.) Witness, Hon. Geo. A. Benton, Surrogate of said County, at the City of Rochester, this sixteenth day of November, in the year of our Lord, one thousand nine hundred and four.

ANDREW LUDOLPH,
Clerk Surrogate's Court.

Emil Ludekens, Attorney for Petitioners, 825 Chamber of Commerce Building, Rochester, N. Y. 11-17-1aw-6w-7t

At a Special Term of the Supreme Court of the State of New York, held at the Court House in the City of Rochester, N. Y., in and for the county of Monroe, on the 7th day of December, 1904. Present—Hon. James W. Dunwell, Justice Supreme Court.

SUPREME COURT, MONROE COUNTY

In the matter of the petition of Hannah T. Colvin to have a mortgage discharged of record.

On reading and filing the petition of Hannah T. Colvin, praying that a mortgage executed by petitioner, Hannah T. Colvin to John Manley, dated the 15th day of May, 1871, and recorded in the office of the Clerk of the County of Monroe, on the 30th day of August, 1871, upon premises situate in the City of Rochester, Monroe County, New York, may be discharged of record, and on motion of Murphy, Keenan & Keenan, attorneys for said petitioner, it is

Ordered, That all persons interested show cause at a Special Term of this court, to be held at the Court House in the City of Rochester, N. Y., on the 30th day of December, 1904, at 10 o'clock in the forenoon of that day why the said mortgage should not be discharged of record. It is further ordered, that this order be published in the Evening Times, a newspaper published in the City of Rochester, Monroe County, once in each week for two weeks successively, and it appearing that petitioner has been unable to locate any heirs at law or next of kin of said deceased and that there is no administrator of the estate of said deceased, personal service of a copy of this order is hereby dispensed with.

12-7-1aw-2w

NOTICE TO CREDITORS—Pursuant to an order of Hon. George A. Benton, Surrogate of the County of Monroe, notice is hereby given, according to law, to all persons having claims or demands against Alice C. Russell, late of the City of Rochester, County of Monroe, State of New York, deceased, to present the same with the vouchers thereof, to the undersigned William R. Van Zandt and Ella C. Van Zandt at their place for the transaction of business as such at No. 24 East Main Street, City of Rochester, N. Y., on or before the 1st day of January, 1905.

Dated, Rochester, N. Y., July 16th, 1904.

WILLIAM R. VAN ZANDT,
ELLA C. VAN ZANDT,
Executors.

F. P. Kimball, Attorney for Executors, 211-216 Ellwanger & Barry Building, Rochester, N. Y. 7-16-1aw-6mo

NOTICE TO CREDITORS—Pursuant to an order of Hon. George A. Benton, Surrogate of the County of Monroe, notice is hereby given, according to law, to all persons having claims or demands against Jacob Schaeckenberger, late of the City of Rochester, County of Monroe, State of New York, deceased, to present the same with the vouchers thereof, to the undersigned, Carl A. T. Jung, Executor of Estate of said Jacob Schneckenberger, at his place for the transaction of business as such executor, at 621 Powers Building, Rochester, N. Y., on or before the 1st day of January, 1905.

Dated, June 27, 1904.

CARL A. T. JUNG,
Executor.

George R. Draper, Attorney for Executor, 621 Powers Building. 6-28-1aw-6mo

NOTICE TO CREDITORS—Pursuant to an order of Hon. George A. Benton, Surrogate of the County of Monroe, notice is hereby given, according to law, to all persons having claims or demands against David Leahy, late of the Town of Greece, County of Monroe, State of New York, deceased, to present the same with the vouchers thereof, to the undersigned, Administratrix, Nellie Leahy, at her place for the transaction of business as such Administratrix at Barnards Crossing, or before the 24 day of January, 1905.

Dated, June 24th, 1904.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

The following statement to the public has been issued by William C. Mount, business agent of Rochester Lodge, International Association of Machinists:

The public generally are aware of a conflict existing, for the better part of two years past, between the I. A. of Machinists and the Manufacturers' Association, occasioned by an attempt on the part of the latter body to establish the obnoxious imposition known as the premium system as a permanent factor in our line of business.

Industrial war can not be long continued between parties so great in numbers and resources without detriment to the welfare of the community, and public interest is directly concerned with the objects and purposes of these opposing bodies.

Beside their mutually hostile and destructive efforts, the acts of individuals seem insignificant and may be in this connection properly ignored.

Such contests, held to be hurtful to the general welfare of the community in a material or business sense, are believed to be equally disastrous in a moral sense. Measures are taken, which, however technically lawful, would not under other circumstances be tolerated or even thought of—and resultant demoralization infects the general public.

Not Averse to Settlement

These reflections, deemed weighty and pertinent on all similar occasions, are here presented for candid consideration to the public mind. It is not because they were forgotten or ignored that we are found enlisted in this fight, but, because we are constrained thereto in defense of our just rights and legitimate interests. Nor are we averse to a just and fair settlement at any time, of all questions at issue between ourselves and our opponents. But no settlement can be considered final if justice be denied to any interest, public or private. Public opinion being an important factor and final arbiter in any such settlement it imports the public to be well informed as to facts and principles involved. Let there be no mistake. It is not from any sense of weakness or discouragement on our part that the idea of settlement is here advanced.

It may be the opinion of some, impressed by apparently great adverse odds, that we must be, financially or otherwise, in a bad way. The reverse is the fact. Both our Local Lodge and the I. A. of M. were never stronger than we are today. Since January 1, 1903, our local lodge has initiated and enrolled 104 new members. Our membership was never larger, and our per capita assessments were never more promptly paid. True, we have expended a large sum of money, but we have good value to show for it. We believe the proposed installation of the premium system by our model to be practically beaten. It must necessarily be frowned down by public opinion wherever the facts concerning it are fully known. It is hardly credible that reflecting men, whether in the Manufacturers' Association or out of it, with a full understanding of the facts, can in any manner countenance practices formerly held to be not only unjust, but contemptible and despicable.

Practice Once Condemned

Let us consider how, formerly, employers universally looked upon men who, even covertly and surreptitiously, ventured to put in practice the essential principles of the premium system. No man of mature years, accustomed to read newspapers, and to hear comments on current affairs, can fail to remember how, some few years ago, mention was occasionally made of some superintendent or foreman being caught extorting from workmen or workwomen, to whom he gave out work, a portion of their earnings as a consideration of securing their jobs. Nor can he fail to remember that when found out, no one denounced these acts as disgraceful and dishonorable more emphatically than the employers themselves. The offenders were either promptly called down and sternly rebuked or summarily discharged for thus levying blackmail upon their employes.

Now, these practices, once held to be infamous when operated by subordinates for their private profit, are practices in which some of the employers, in collusion with their subordinates, are desirous of putting in operation under the name of the premium system. Under this system, superintendent or foreman may do the dirty and despicable work of levying the blackmail; but, with the full knowledge and direction of the employer, who pockets the proceeds. It strikes us that beside this system that of the ordinary grafter looks respectable. Can any procedure be more contemptible than for an employer to blackmail his employes?

Piece Work Bad Enough

Piece work is bad enough—too bad to be tolerated under ordinary circumstances; but the piece worker receives pay for all he does over an average day's work, while under the premium system he must surrender one-half to the employer. And this is the system to which you gentlemen of the Manufacturers' Association lend your countenance and support. To this we have objected and persecute no honest men whose only offense is that they resist the imposition by the only means at their command. This is the offense for which these men are blacklisted from shop to shop and from city to city by your association in order to deprive them of all chance to earn an honest living. Gentlemen, you ought to be glad that you are beaten as the facts show you to be.

Unquestionably the tide of public opinion is turning in our favor, and must so turn more and more as the merits of the controversy become more fully known.

We believe that there is for the animosity manifested towards us no just cause or occasion, and our position needs only to be fairly discussed and properly understood to be rather approved than opposed. That we stand and have always stood for equal and exact justice for employers and employes alike, and that our principles and policies are entirely conclusive. We hold that the true interests of employes and employers, rightly considered, are identical; and that there is no necessity in the nature of things for any antagonism.

Should not the true policy for both organizations be rather to get together devising some means for preventing all antagonism and hostility in the future?

If there can be found anything in our principles and policy, which, when fairly considered and understood, is seen to be prejudicial on the whole to the just rights or interests of others, we have but to be convinced of the fact to make changes, and even sacrifices, if necessary, to conform to right and justice. We hope the time may soon come when we can be met on terms proving that this spirit animates all concerned.

Offered to Arbitrate

Early in the controversy we offered to submit every question under consideration, except the premium system, to arbitration. And while our members would not now consent to this, it may be possible if a committee of the Manufacturers' Association and a committee of the lodge could be got together, that some arrangement to secure more friendly relations in future might be devised to our mutual benefit and satisfaction.

While we are frittering away means and efforts over a contest wholly regrettable and unavoidable, we are losing much more than the amount of possible gain to any one, or to all the employers together, by adoption of the premium system, because we do not immediately concentrate the executions of certain overgrown monopolists, each one of whom already possesses more wealth than any one man can hold with out prejudice to the rights and interests of the people, and are continually increasing their hoards by open and bare-faced extortion from the public of which we are part.

There is a long list of the necessaries of life which all have to buy; another long list of manufacturers' supplies; another of transportation charges; still others too numerous to mention formed and formerly all of which fell on us, but the amount we would have to pay if only just prices were charged.

Far better for both organizations to array our strength against the promoters of these abuses and extortions, and in defense of our mutual interests and those of the public, than to waste it in mutual conflict among ourselves. In such contests traversties and conflicts, the interests of the general public must ultimately govern, and all who stand in the way, whether individuals, organizations, or courts, must go down before the might of public opinion.

Per Order of Local 93, I. A. of Machinists.
W. C. MOUNT,
Business Agent.

Drives All Before It

Aches and pains fly before Bucklen's Arnica Salve. So do Sores, Pimples, Boils, Burns and Piles, or no pay. 25c. Dake Drug Co.

CASTORIA.
Bears the Signature of
The Kind You Have Always Bought

Locust Club Election

The Locust Club, the policemen's organization, held its annual election yesterday afternoon and last night. These officers were elected: President, R. D. Courneen; First Vice President, Edward T. Burke; Second Vice President, Joseph G. Schmucker; Third Vice President, Willis R. Lee; Fourth Vice President, George A. Fox; Fifth Vice President, Frederick Scholl; Secretary, James Mc D. Ellis; Treasurer, John S. Pearson; Finance Committee, Fred J. Decker, Philip Amlinger, James E. Bennett; Executive Committee, John J. Lynch, John M. Sellinger, John C. McClease.

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J. W. ELLIS, 27 West Ave.
ROY CROMWELL, 501 Monroe Ave.
DE WOLF & FRANK, 217 Park Ave.
H. J. GOFF, Barnum and Main St. E.
J. A. CUBITT Est., 140 Alexander St.
MRS. M. ROESSER, 259 Webster Ave.
L. J. JOHNSON, Webster and Grand Avenues
E. C. KRATZ, 382 South Ave.
REMMEL, BROS., 546 South Ave.
GEORGE GERMAN, 420 Monroe Ave.
P. A. DEPUYT, 318 Monroe Ave.
SILLER BROS., 155 North Union St.
R. A. HAMILTON, 44-46 Main St. E.
C. B. KENNING, William and Court Streets.
GOODBERLET BROS., 194 Campbell Avenue.
LUSINK BROS., 550 North Ave.
J. LEHLE, 114 Bay St.
A. ROGGELIN, 201 Central Park.
MRS. M. MITCHELL, William and Court Streets.
G. M. KUHN, 201 Monroe Ave.
F. J. HAWKINS, 49 Reynolds St.
D. J. HUGHES, 634 West Ave.
H. FRIESNER, 430 West Ave.
W. G. CALLAHAN, 49 Champlain St.
C. F. OSBORNE, 316 Genesee St.
MAY BROS., 257 Reynolds St.
J. A. IVERS, 311 Jefferson Ave.
J. O'NEIL, 340 Plymouth Ave.
JAMES KEELER, 164 East Avenue.

ALSO BY
WURTH & FLAHERTY, PRATTSBURG, N. Y.
W. H. McCARTY, BLOSSBURG, PA.
O. BRUNDAGE, HAMMONDSPORT, N. Y.
WM. HOWELL, ANTRIM, PA.
H. L. BURR, WARSAW, N. Y.
W. G. WILLARD, LAKESIDE, N. Y.
E. A. HALL, DANSVILLE, N. Y.
A. B. & E. E. FRASER, HILTON, N. Y.
FRANK M. DAVIS, WESTFIELD, PA.

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ROCHESTER

PIN BOYS AND THE CHILD LABOR LAW

Mercantile Inspector Will Try to Prevent Employment of the Lads in Bowling Alleys.

After Jan. 1, Mercantile Inspector McAuliffe of the Health Board, will endeavor to prevent the employment of boys in the bowling alleys of the city. By the provisions of the labor law no child under 16 years of age can be employed longer than nine hours a day, and the hours of employment must be between 7 a. m. and 10 o'clock p. m.

Inspector McAuliffe states that he has received information that a number of boys under 14 years of age are employed in setting up pins in the bowling alleys of the city and that many of them are required to work long after the hour of 10 o'clock. He has sent to Albany to ascertain whether a permit can be legally issued to the boys for such work.

ABSOLUTE DIVORCE HAS BEEN GRANTED

Justice Nash Has Confirmed the Report of the Referee in the Heberger Case.

Justice Nash has granted a final decree of divorce in the case of John N. Heberger against Gertrude Heberger. The order of the Court was made on the findings of Referee Charles M. Williams.

George R. Van Alstyne appeared for the plaintiff and Gambee & Gambee for the defendant. The peculiar part of the affair is that the co-respondent and the principal witness for the defense were the bosom friends of the plaintiff. Frank J. Steppler is named as co-respondent and Emil J. Vogel is the principal witness for the defendant.

Mrs. Heberger and Steppler both reside in New York at present.

A Wonderful Change

Weak, sickly invalids are soon changed by Electric Bitters into healthy men and women. They cure or no pay. 50c. Dake Drug Co.

OFFICERS ELECTED

Ionic Chapter, R. A. M.—High Priest, W. E. Miller; King, George R. Van Alstyne; Scribe, F. Clark Brown; Treasurer, Frank Taylor; Secretary, C. H. Haskin. Installation, second Tuesday in January.

Pocahontas Council, 58, D. of P.—Pocahontas, May Rowe; Wenonah, A. Hoeret; Prophetess, Carrie Ulrick; Powhatan, M. D. O'Loughlin; K. of R., Ella M. Byron; C. of W., Kathryn Weisenbom; K. of W., Mary Brundage; Physician, Kathleen Buck, M. D.; representative to Great Council, Kathryn Weisenbom; alternate representative, Minnie E. Perkins; Trustee, Agnes Flynn.

Court City of Rochester, F. of A.—Chief Ranger, Henry Leinen; Sub-Chief Ranger, Edward J. Ward; Financial Secretary, George R. Brown; Recording Secretary, Eugene Hatch; Treasurer, Albert Wood; Senior Woodward, Charles R. Hull; Junior Woodward, Edward Graffarin; Senior Beadle, Henry Tallinger; Junior Beadle, George Hunt; Trustee, Frank Gosselin; Lecturer, John J. Moynihan; Physician for Rochester, Dr. E. M. Hague; Physician for Irondequoit, Dr. Bellamy.

John G. Klinck Lodge, I. O. O. F.—Noble Grand, Albert E. Lamey; Vice Grand, Benjamin F. Ellinger; Recording Secretary, George E. Streeving; Financial Secretary, J. M. Deyo; Treasurer, John Claus; Lodge Directors, J. M. Deyo, John Claus, John Gilweiler, Henry Baker, Eldon Hicks; Memorial Committee, John Claus. The officers will be installed next Monday evening.

For Police and Firemen

The fire and police pension funds were enriched to the extent of $550 yesterday by business concerns of the city. Commissioner Gilman received two checks for $250 each from the Sibley, Lindsay & Curr Company, in recognition of the services of the Police and Fire Departments at the big fire in the dry goods district last February, and also at the recent Bickford-Schantz fire, when the property of the Sibley firm in an adjoining building was saved from destruction. A check for $50 was received by Chief Little from Patrick Fahy for the prompt and efficient work of the Fire Department at the recent fi... in Mr. Fahy's home, 8 Lake Aven... The check will be handed over to t... firemen's pension fund.



SUPERVISOR ISAAC PALMER.

The Youngest Married Man in the Board.

duced Chairman Albert P. Beebe, who spoke in pleasant vein. Supervisor Alphonso Collins of Gates recited from James Whitcomb Riley and County Attorney Warren spoke on the successes of the past year.

More Speakers Than Votes

Hon. Eugene J. Dwyer was the first of the outside speakers. He said that he was surprised at the absence of the three Democrats who were down for speeches. "I only missed the opportunity of a lifetime, said Mr. Dwyer, to tell 'how it happened.'"

"It occurs to me, however," said Mr. Dwyer, "that the great trouble with the Democratic party is that it has too many public speakers. While they are talking we are getting the votes. The last campaign cost us $25,000 a very expensive thing. We spent millions of dollars and sacrificed the lives of brave men and, as a part of the result, got the Philippine Islands. Then a war of words had to be fought to decide whether we should give back these same islands before we even had a chance to look at them to see what we had got."

John R. Mullan, former Secretary of the School Board, spoke, and ex-Supervisor Ansel E. Wright of Webster gave one of his characteristic addresses. Dr. J. L. Hazen of Brockport spoke.

During the course of the dinner Supervisor Isaac Palmer of Hamlin received many sly digs on his recent nuptials. All were of the good-natured variety and the genial young man from Hamlin had ready answer for all the quips and jokes. As at the session of the Board yesterday, the seat of Supervisor Palmer was gorgeously decorated with flowers and green vines.

Annual Bowling Game

The annual bowling contest yesterday was a thing to remember. There were two teams, captained by William S. Beard and D. M. McFarlin, the score standing as follows at the end of the fourth game. McFarlin team, 220, 240, 235, 220; Beard team, 190, 200, 235, 258.

The Beard team was made up as follows: Supervisor William S. Beard, Eighth Ward; ex-Supervisor Jacob Baltz, formerly of Gates, now of the Twentieth Ward; Supervisor Herbert R. Cash, Eighteenth Ward; ex-Supervisor H. C. Kennedy, Penfield; Supervisor A. P. Beebe, Parma; Supervisor J. C. Toxer, Ninth Ward; Supervisor Jared Hopkins, Pittsford; Supervisor H. E. Hamil, Clarkson; Thomas Barrett, Deputy Internal Revenue Collector; Ed Flen, Charles Cohen, Adam Finucane, Pittsford.

The McFarlin team was: Supervisor Henry W. Fairfax, Seventh Ward; Supervisor J. H. Ashton, Tenth Ward; Supervisor F. A. Defendorf, Perinton; Supervisor Griff D. Palmer, Twelfth Ward; Supervisor Charles E. Shafer, Sweden; Supervisor Thaddeus Dunn, Ogden; John J. Heveron, Alderman William J. Quinlan, James Breeze, Parma, ex-Supervisor Ansel C. Wright, Webster; James B. Cullen, Chairman Democratic County Committee; C. F. Warrant, ex-Supervisor from Brighton.

Three applicants were accepted yesterday at the Marine Service Recruiting Station. They are Walter L. Mooney, Joseph T. Cronin and Herbert Nathan Merrill of this city. They will leave Saturday for the Brooklyn Navy Yard. Eight candidates appeared at the Army Recruiting Station yesterday, but none was accepted. The following recruits were accepted Tuesday afternoon: Stanley H. Newell, Edward A. Hammond and Leonard Wake.

A CIVIL WAR CAPTAIN

Talks to the Point

"Until about two years ago I had bad piles for about thirty years, at times bleeding and very painful. I got a fifty-cent box of Pyramid Pile Cure at the drug store, and used it and was entirely cured; got another box in case I needed it, and as the piles did not return in six months I gave the remedy to a friend of mine who wanted the doctor to operate to cure him. My friend said he would use the "pyramids" but he knew they would do him no good, but they cured him of piles of twenty-five years' standing. I am free from piles today, and have been since using Pyramid Pile Cure. I was Captain in the Civil War." James Adams, Soldiers' Home, Cal.

The majority of people labor under the impression that an operation is necessary in severe cases of piles, or hemorrhoids, and are very skeptical regarding the remedial virtues of any medicinal compound. Testimony like the above should certainly have a tendency to dispel this impression, although it is odd that such a fallacy should prevail, and still more odd that so many people should think an operation effects a permanent cure, whereas the contrary is more often the case.

We advise all sufferers from this painful complaint to buy a fifty-cent package of Pyramid Pile Cure at any drug store and try it tonight.

Any one interested can not be too strongly urged to write Pyramid Drug Co., Marshall, Mich., for their little book describing the causes and cure of piles, as it contains valuable information, and is sent free for the asking.

happy, serve them with

NABISCO SUGAR WAFERS

Begin aright by wishing your New Year's callers "Happy New Year" with these delicious creations.

FESTINO —another confection, like an almond in appearance and flavor, with a shell that dissolves on your tongue and surprises you with a delightful kernel of cream.

NATIONAL BISCUIT COMPANY

HONOR TO ROCHESTER

Miss Helen E. Lucas of This City Chosen President of Drawing Teachers' Association.

MISS ADAMS ALSO ELECTED

SYRACUSE, Dec. 29.—Miss Helen E. Lucas, supervisor of art work in the Rochester public schools, made the principal address yesterday at the principals' convention now being held in this city. Miss Lucas' subject was, "Use of Water Color in the Primary Grade." So much interest was aroused that Miss Lucas was asked to continue the discussion in the afternoon.

At the close of the discussion Miss Lucas was unanimously chosen President of the State Drawing Teachers' Association, an honor which goes to Rochester for the first time. Miss O. L. Adams, also of Rochester, was elected Vice President.

The State Training Teachers' Association finished its business, electing these officers: President, S. J. Slawson, Wellsville; Vice President, Miss Laura D. Haggerty, Buffalo; Secretary and Treasurer, J. D. Bigelow, Moravia; Executive Committee, J. M. Thompson, Penn Yan; Miss Ida Ellis, Canandaigua; Miss Mary Dugan, Fulton.

Five Associations Represented

Five state associations of principals and teachers are represented at the convention. Associated Principals, the Science Teachers and the Grammar School Principals discussed a proposed course of studies for academic and grammar schools. It is proposed to increase the number of hours of attendance and make the four years' course apply to the whole state. The plan when finally arranged will be recommended to the state authorities and adopted. Training Teachers and the Drawing Teachers discussed technical subjects.

After a thorough discussion, the five bodies, in joint session, unanimously passed the resolution adopted by the grammar school principals, urging the framing of a bill to be submitted at the next session of the Legislature, looking to the pensioning of superannuated teachers in the schools of the State. As a committee to draft such a bill President Conant appointed Principals Kennedy of Saratoga Springs, Pease of Oswego and Watson of Syracuse.

Principal W. S. Steel of Olean discussed the relations between the high and grammar school teachers.

So far as salaries are concerned, he thought that in cases of underpaid teachers they should not receive as much for building up manhood in the boys as do the bartenders for destroying it.

Principal W. T. Palmer of Bath read a paper on "Tenure of Office."

At the joint session of the Science Teachers' Association and Academic Principals yesterday afternoon Darwin L. Bardwell of the borough of Richmond, New York, made a report as Chairman of the Sub-Committee on Science.

George M. Turner of the Masten Park High School of Buffalo read a paper dealing with interesting phases of scientific work.

Assembly Hall in the City Hall was crowded last night on the occasion of a joint meeting of the educational bodies addressed by Hon. Andrew S. Draper, Commissioner of Education. His subject was "The New York Secondary School System."

One Week's Treatment Free

Simply Cut Out This Coupon

And mail to The Cal-Cura Company, Kennedy Row, Rondout, N. Y.
Dear Sirs: I think I am suffering from a ..... Please provide me with week's treatment with Cal-cura Solvent, FREE OF ALL COST.
Name .....
Address .....

Any sufferer from Kidney trouble, Liver complaint, Diseases of the Bladder, Constipation, or Blood impurity, who really desires to find a Permanent Cure, may obtain a FREE TREATMENT with Cal-cura Solvent, Dr. David Kennedy's new medicine. Simply cut out the coupon above, and mail to the Cal-cura Company, Kennedy Row, Rondout, N. Y.

Cal-cura Solvent is unequaled by any preparation, and is Dr. Kennedy's greatest medicine. It acts on an entirely new principle.

Mr. William H. Miller of Matteawan, N. Y., says. "I was seriously troubled with my kidneys and bladder for over three years. Many doctors and various kidney remedies, gave me no relief. But I finally bought a bottle of Cal-cura Solvent of my druggist, used a few bottles and I am cured."

THE PEOPLE OF THE STATE OF NEW YORK—By the Grace of God Free and Independent.

To the creditors, legatees, devisees, heirs-at-law, next of kin and all other persons interested whose respective names, ages and places of residence are unknown, the Attorney-General of the State of New York and the Comptroller of the State of New York, the legatees, next of kin, heirs at law, creditors and persons interested in the estate of Ludwig Brockman, late of the City of Rochester, in the County of Monroe, deceased, greeting:

You are hereby cited and required to appear before the Surrogate of our County of Monroe, in the Surrogate's Court, on the 9th day of February, 1905, at 10 o'clock in the forenoon of that day, at the Surrogate's office in the City of Rochester, then and there to attend the judicial settlement of the accounts of John B. Hamilton as the administrator of the estate of said deceased. And if any of the aforesaid persons are under the age of twenty-one years, or insane or otherwise incompetent, they will please take notice that they are required to appear by their general guardian, if they have one, and if they have none, that they appear and apply for the appointment of a special guardian, or in the event of their neglect or failure to do so, a special guardian will be appointed by the Surrogate to represent and act for them in the proceedings for the settlement of said estate.

In testimony whereof, we have caused the seal of the Surrogate's Court of the County of Monroe to be hereto affixed.

(L. S.) Witness, Hon. George A. Benton, Surrogate of said County, at the City of Rochester, this 27th day of December, in the year of our Lord one thousand nine hundred and four.

ANDREW LUDOLPH,
Clerk Surrogate's Court.

12-28-1aw-6w-7t

NOTICE TO CREDITORS—Pursuant to an order of Hon. George A. Benton, Surrogate of the County of Monroe, notice is hereby given, according to law, to all persons having claims or demands against Elijah D. Wray, late of the City of Rochester, County of Monroe, State of New York, deceased, to present the same with the vouchers thereof, to the undersigned Executors at their place for the transaction of business as such Executors at No. 140 Mill Street, Rochester, N. Y., on or before the 25th day of February, 1905.

Dated, August 23d, 1904.
WILLIAM S. CASTLEMAN,
J. R. M. STEPHENS,
8-23-1aw-6mo Executors.

NOTICE TO CREDITORS—Pursuant to an order of Hon. George A. Benton, Surrogate of the County of Monroe, notice is hereby given, according to law, to all persons having claims or demands against Rosanna Cunningham, late of the City of Rochester, County of Monroe, State of New York, deceased, to present the same, with the vouchers thereof, to the undersigned, her executor, at his place for the transaction of business as such executor at No. 136 State Street, Rochester, N. Y., on or before the 11th day of March, 1905.

Dated Sept. 10th, 1904.
MILES T. O'REILLY,
Executor.
Joseph M. Feely, Attorney, 301 Powers Building. 9-10-1aw-6m

NOTICE TO CREDITORS—Pursuant to an order of Hon. George A. Benton, Surrogate of the County of Monroe, notice is hereby given, according to law, to all persons having claims or demands against George Peter Weber, late of the City of Rochester, County of Monroe, State of New York, deceased, to present the same with the vouchers thereof, to the undersigned Administrator with the will annexed at his place for the transaction of business as such at No. 617 Wilder Building, Rochester, N. Y., on or before the 1st day of February, 1905.

Dated, Rochester, N. Y., July 30th, 1904.
HENRY W. HALL,
Administrator with will annexed, of George Peter Weber, deceased.
7-30-1aw-6mo

NOTICE TO CREDITORS—Pursuant to an order of Geo. A. Benton, Surrogate of the County of Monroe, notice is hereby given, according to law, to all persons having claims or demands against Mary C. Barber, late of the City of Rochester, County of Monroe, State of New York, deceased, to present the same, with the vouchers thereof, to the undersigned, Albert D. Haines, executor, at his place for the transaction of business as such executor, at No. 16 Asbury Street, Rochester, N. Y., on or before the 1st day of January, 1905.

Dated June 15, 1904.
ADELBERT D. HAINES,
Executor.
George A. Gillette, Attorney for Executor, — Arcade, Rochester, N. Y.
1-27-1aw-6mo

NOTICE TO CREDITORS—Pursuant to an order of Hon. George A. Benton, Surrogate of the County of Monroe, notice is hereby given, according to law, to all persons having claims or demands against Anna Eliza Wolcott, late of the City of Rochester, County of Monroe, State of New York, deceased, to present the same with the vouchers thereof, to the undersigned, James E. Wolcott, Executor, at his place for the transaction of business as such Executor, at 712 Wilder Bldg., Rochester, N. Y., on or before the 31st day of December, 1904.

Dated, June 22d, 1904.
JAMES E. WOLCOTT,
Executor.
McGuire & Wood, Attorneys for Executor, 711-717 Wilder Bldg. 6-22-1aw-4mo

THE PEOPLE OF THE STATE OF NEW YORK—By the Grace of God Free and Independent.

To Gertrude Zimmer and Bertha Shorer, both of Rochester, New York, Henry C. Zimmer of Cleveland, Ohio, and George F. Zimmer of Pittsburg, Pennsylvania, widow, heirs at law and next of kin of George Zimmer, deceased, send greeting:

Whereas, William C. Zimmer, Margaretha Ursprung and Louise M. Berns, the Executors named in certain instruments in writing, bearing date respectively February 11th, 1902, and June 21st, 1904, purporting to be the last Will and Testament and Codicil thereto of said George Zimmer, late of the City of Rochester, in said County of Monroe and State of New York, deceased, and relating to both real and personal estate, have lately made application to the Surrogate's Court of our County of Monroe, to have said instruments proved and recorded as a Will and Codicil thereto of personal and real estate, you, and each of you are cited and required to appear before the Surrogate of the County of Monroe, at his office in the City of Rochester, in said County of Monroe, New York, on the 3d day of January, 1905, at 10 o'clock in the forenoon of that day, then and there to attend the probate of said last Will and Testament and Codicil. And if any of the aforesaid persons are under the age of twenty-one years, or insane or otherwise incompetent, they will please take notice that they are required to appear by their general guardian, if they have one, and if they have none, that they appear and apply for the appointment of a special guardian, or in the event of their neglect or failure to do so, a special guardian will be appointed by the Surrogate to represent them and act for them in the proceedings for the probate of said Will and Codicil. In testimony whereof, we have caused the seal of the Surrogate's Court of the County of Monroe, to be hereto affixed.

(L. S.) Witness, Hon. Geo. A. Benton, Surrogate of said County, at the City of Rochester, this sixteenth day of November, in the year of our Lord one thousand nine hundred and four.

ANDREW LUDOLPH,
Clerk Surrogate's Court.
Emil Ludekens, Attorney for Petitioners, 825 Chamber of Commerce Building, Rochester, N. Y. 11-17-1aw-6w-7t

At a Special Term of the Supreme Court of the State of New York, held at the Court House in the City of Rochester, N. Y., in and for the County of Monroe, on the 7th day of December, 1904. Present—Hon. James W. Dunwell, Justice Supreme Court.

SUPREME COURT, MONROE COUNTY.

In the matter of the petition of Hannah T. Colvin to have a mortgage discharged of record.

On reading and filing the petition of Hannah T. Colvin, praying that a mortgage executed by petitioner Hannah T. Colvin to John Manley, dated the 15th day of May, 1871, and recorded in the office of the Clerk of the County of Monroe, on the 30th day of August, 1871, upon premises situate in the City of Rochester, Monroe County, New York, may be discharged of record, and on motion of Murphy, Keenan & Keenan, attorneys for said petitioner, it is

Ordered, That all persons interested show cause at a Special Term of this court, to be held at the Court House in the City of Rochester, N. Y., on the 21st day of December, 1904, at 10 o'clock in the forenoon of that day, why the said mortgage should not be discharged of record.

It is further ordered, that this order be published in the Evening Times, the newspaper published in the City of Rochester, Monroe County, once in each week for two weeks successively, and it appearing that petitioner has been unable to locate any heirs at law or next of kin of said deceased, and that there is no administrator of the estate of said deceased, personal service of a copy of this order is hereby dispensed with.

12-7-1aw-2w

NOTICE TO CREDITORS—Pursuant to an order of Hon. George A. Benton, Surrogate of the County of Monroe, notice is hereby given, according to law, to all persons having claims or demands against Alice C. Russell, late of the City of Rochester, County of Monroe, State of New York, deceased, to present the same with the vouchers thereof, to the undersigned William R. Van Zandt and Ella C. Van Zandt at their place for the transaction of business as such at No. 24 East Main Street, City of Rochester, N. Y., on or before the 1st day of January, 1905.

Dated, Rochester, N. Y., July 16th, 1904.
WILLIAM R. VAN ZANDT,
ELLA C. VAN ZANDT,
Executors.
F. P. Kimball, Attorney for Executors, 211-215 Ellwanger & Barry Building, Rochester, N. Y. 7-16-1aw-6mo

NOTICE TO CREDITORS—Pursuant to an order of Hon. George A. Benton, Surrogate of the County of Monroe, notice is hereby given, according to law, to all persons having claims or demands against Jacob Schaeckenberger, late of the City of Rochester, County of Monroe, State of New York, deceased, to present the same with the vouchers thereof, to the undersigned, Carl A. T. Jung, Executor of Estate of said Jacob Schneckenberger, at his place for the transaction of business as such executor, at 621 Powers Building, Rochester, N. Y., on or before the 1st day of January, 1905.

Dated, June 27, 1904.
CARL A. T. JUNG,
Executor.
George B. Draper, Attorney for Executor, 621 Powers Building. 6-28-1aw-6m

NOTICE TO CREDITORS—Pursuant to an order of Hon. George A. Benton, Surrogate of the County of Monroe, notice is hereby given, according to law, to all persons having claims or demands against David Leahy, late of the Town of Greece, County of Monroe, State of New York, deceased, to present the same with the vouchers thereof, to the undersigned Administratrix, Nellie Leahy, at her place for the transaction of business as such Administratrix at Barnards Crossing, or before the 2d day of January, 1905.

Dated, July 1st, 1904.
NELLIE LEAHY,
Administratrix.
Barnards Crossing, N. Y.
7-1-1aw-6mo

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

Rochester Chamber of Commerce.

DR. GEO. W. GOLER,

Health Officer for City of Rochester.

Will give an Illustrated Lecture in Assembly Hall, Monday Evening, January 20, 1902, at 8 o'clock, to which yourself and family are invited to attend.

The subject of the lecture will be: "How the Other Half Lives," and will prove intensely interesting.

Please be in your seat before the hall is darkened.

John M. Ives
Secretary.

Rochester, N. Y., Jan. 17, 1902.

WOULD BENEFIT ALL CITIZENS

Alderman Baker Says an Army Post on the Greenleaf Tract Would Bring a Desirable Class of Men and More Money to Rochester.

The Times Jan 16 1902

Alderman William A. Baker of the Tenth Ward at Tuesday night's meeting of the Council, introduced a resolution requesting the Secretary of War to establish the proposed new army post for Western New York in or near Rochester. The resolution was passed without a dissenting vote and a certified copy will be sent to the Secretary of War at Washington.

To the question "In what way would the army post benefit Rochester?" Mr. Baker this morning replied:

"There will probably be from 1,000 to 1,500 men connected with the post. Of the enlisted men the privates draw $13 per month and the non-commissioned officers from $15 to $36 per month. The soldiers are paid every month and as they are free spenders it is quite probable that from $12,000 to $15,000 would be spent in Rochester in the intervals between pay days.

"There would be about 50 commissioned officers at the post and their pay would range from $116 per month to $300 per month, according to their rank. They would, in all probability, also spend considerable money in Rochester. Besides this, the officers with the regiment at the post would be well educated and broad-minded men, and would be a decided acquisition to the society of the city.

"Many of the officers who are married would bring their wives and families with them and that in itself would be a benefit to the social conditions of Rochester.

"The presence of uniformed men on our streets would give an air of activity and life to the city and the fact that Rochester possessed a post would give the city a greater prestige than any institution within its limits. It would greatly advertise the city.

"All the surplus labor of Rochester would be employed in the erection of the post. Many carpenters, masons, plasterers and other tradesmen would be given work for some time and the working classes of the city would be greatly benefited."

In regard to a site for the post, Mr. Baker said: "I am in favor of the Greenleaf tract at Charlotte for a site for the post. The plot is beautifully situated and should make a very healthy place for soldiers' quarters."

PRINCE HENRY MAY VISIT ROCHESTER

Chamber of Commerce Will Make an Effort To Have the Distinguished Visitor Make a Stop in Rochester--Prospect of Success Is Considered To Be Very Bright.

Herald Jan 16 1902

Prince Henry of Prussia, brother of Emperor William of Germany, may visit Rochester during his stay in America.

Prince Henry is coming to America as the special representative of Emperor William at the launching of the new imperial yacht at Shooter's Island next month and the government is now making the most elaborate preparations for his entertainment.

At the direction of the President, the Secretary of State is now arranging the programme for receiving and entertaining the Prince. It is expected that Dr. David Jayne Hill, the Assistant Secretary of State, will be designated as the special representative of this country to meet the royal visitor. Dr. Hill is a former president of the University of Rochester and it is expected that he will be of great assistance in arranging a visit of Prince Henry to Rochester.

It is expected that Prince Henry will visit Niagara Falls while in the country, and it was an announcement of this fact in the news dispatches that led Secretary Ives of the Chamber of Commerce to conceive the idea that the Emperor's brother might be induced to stop in this city either on his way to the falls or on his way back.

Rochester is distinctively a German-American city and numbers among its citizens some very prominent Germans. This is an additional reason why Prince Henry might come to Rochester. Congressman Perkins has been communicated with and he will see what can be done in Washington toward bringing about the desired result. It is believed that if Prince Henry visits any inland cities at all, Rochester will be among the number.

Prince Henry will be accompanied by a long retinue of distinguished German officials.

PRINCE HENRY'S VISIT.

Secretary Ives Is Looking for a Site a Little Further Out — Present Sites Offered Too Expensive.

Herald Jan 16 1902

Secretary Ives of the Chamber of Commerce believes that the prospects of securing the new army post for Rochester are very good and he is working hard to secure it. Most of the sites which have been offered are altogether too expensive, and if these were the only ones that could be offered in the Government there would be very little possibility of bringing the army post here; but Mr. Ives has been looking at land a little further from the city and has several good locations in view.

It is argued that Rochester is one of the most desirable places in the country for an army post. The invigorating breezes from the lake and many other advantages for an army post are pointed out.

TICKETS FOR THE DINNER.

Mr. Stahlbrodt Returns With Tickets for Society of Genesee Banquet.

Herald Jan 16 1902

Edward H. Stahlbrodt returned from New York City yesterday with a number of tickets for the annual banquet of the Society of the Genesee, which is to be held at the Waldorf-Astoria on February 8.

The committee in charge of the dinner has secured a rate of one fare and a third for the return trip for those intending to go to New York. Tickets for the dinner can be obtained from Mr. Stahlbrodt or from Secretary Ives of the Chamber of Commerce. They will also be glad to give information regarding the railroad arrangements.

PRINCE HENRY'S VISIT.

Efforts Being Made to Get Him to Come to Rochester.

Rochester is making energetic efforts to get Prince Henry to visit in Rochester. The Chamber of Commerce is working on the matter and believes that, through the two wires already out, success may crown their efforts.

Prince Henry, as is well known, is coming to this country to attend the launching of Emperor William's yacht, the Alice. This is to take place on February 24th. The itinerary of the prince is in the hands of Secretary Hay and Dr. Von Holleben, the German ambassador at Washington. It is said that the prince is to visit Niagara Falls, St. Louis and Cincinnati. If he visits the falls, Rochester will be on his route.

Hon. David J. Hill, assistant secretary of state, has been appointed special representative of the president and also chairman of the reception committee. Dr. Hill is a former president of the Rochester University. He has been requested to try to influence the prince to pay this city a visit. Congressman Perkins has also been written to and has promised to do all he can. Said Secretary Ives yesterday:

"Rochester is a typical German-American city, and if Prince Henry will pay us a visit we will give him such a day as has never been seen here. Through the efforts of Dr. Hill and Congressman Perkins we believe we have a very good chance of entertaining the prince."

Society of the Genesee.

Edward A. Stahlbrodt, chairman of the Rochester committee in charge of arrangements for the annual banquet of the Society of the Genesee, returned yesterday morning from New York, bringing with him tickets for the annual event. These are now on sale with Mr. Stahlbrodt and Secretary Ives, of the Chamber of Commerce. The banquet is to be given at the Waldorf-Astoria in New York city on the night of February 8th. A special rate of a fare and a third has been secured on all railroads, provided 100 persons go from Rochester. The rate will prevail from the 6th to the 11th.

"HOW THE OTHER HALF LIVES."

Herald Jan 20 02

Interesting Lecture by Dr. Goler at the Chamber of Commerce To-night.

Dr. George W. Goler, Health Officer of Rochester, will deliver his lecture, "How the Other Half Lives," before the members of the Chamber of Commerce this evening. The members are permitted to bring their families.

Dr. Goler recently delivered this lecture before the Men's Guild of Plymouth Church for the first time. It is profusely illustrated, the stereopticon pictures being from photographs taken by Dr. Goler of scenes in Rochester in the poorer quarters.

The lecture is one of intense interest and the scenes portrayed will prove a distinct surprise to men who have been lifelong residents of the city, but who have never known how the other half lives.

DR. GODELL'S PLAN.

Chamber of Commerce Trustees to Meet to Consider It.

A special meeting of the board of trustees of the Chamber of Commerce will be held this afternoon at 4.30 o'clock, to consider Governor Odell's recommendation to abolish the boards of managers of state charitable institutions and hospitals for the insane and vesting their present powers in a state official appointed for the purpose.

The suggestion of the change is made in the governor's annual message. It has met with the opposition of the boards of managers of the Rochester State Hospital, the State Asylum for Feeble-Minded Women at Newark and the Soldiers' colony for epileptics. It is expected that the meeting this afternoon will be largely attended, as the matter to come before the trustees is considered important.

SLUMS OF ROCHESTER.

Dr. Goler Lectured Last Night Before Chamber of Commerce.

Dr. George W. Goler delivered his illustrated lecture, "How the Other Half Lives," last night before the Chamber of Commerce. The lecture hall was nearly filled with the members of the chamber and their families. Dr. Goler again advocated cheaper fare and better trolley service, that the poor might live in the suburbs instead of in tenement houses with dark bedrooms and no play grounds for the children. He said that to better conditions it would be necessary to enact new city ordinances, live up to those already on the books, vote a little more money for the cleaning of the streets and awaken a general interest among the people.

The large audience was very attentive, taking note of the explanations of the charts showing the death rates and a clearer view of the lives of the poor was gained by many through the lecture. A vote of thanks was given to Dr. Goler by the members of the chamber.

THE MURDER REWARD.

Chamber of Commerce Wants It Increased and is Willing to Look After Subscriptions for Its Enlargement.

William F. Balkam, H.B. Hathaway and H. F. Atwood, a committee appointed at an informal meeting of the board of trustees of the Chamber of Commerce yesterday afternoon for the purpose of urging Mayor Rodenbeck to increase the reward already offered for the arrest of the murderer of Jeweler Brown, called at the Mayor's office this afternoon and were closeted with the Mayor for some time.

The Mayor, in offering the reward that he has, $500, has made himself personally liable for that amount should the murderers be captured.

The committee urged that if necessary a special meeting of the Common Council be called to authorize the offering of a reward. The mayor said he did not think the council had any more authority than he did in the matter. He said he would consult the corporation counsel on the subject. The committee said that if it was found that the council did not have the power the Chamber of Commerce would take up the matter of raising subscriptions for a reward. Democrat & Chron 1/20/02.

JANUARY. 22, 1902. Dem & C.

OPPOSITION TO ODELL'S PLAN

CHAMBER OF COMMERCE ON RECORD IN MATTER.

BOARDS OF MANAGERS

PROPOSITION TO ABOLISH THEM DECLARED UNWISE.

BUSINESS FIRMS SPEAK

Several Large Rochester Companies, Acting Independently, Notify the Governor That They Are Opposed to His Plan to Change the Form of Management of State Institutions.

Governor Odell's recommendation to abolish the boards of managers of state hospitals and state charitable institutions is meeting with a good deal of opposition. A few days ago the board of managers of the Rochester State Hospital declared itself against the proposed move, and now the Chamber of Commerce comes out in favor of the present method of managing the affairs of the institutions. Yesterday several prominent business houses, acting independently, protested against the passage of any such measure as was advocated in the governor's message. The State Charities Aid Association has prepared a statement of its view of the situation and has sent copies of the statement to persons interested in the matter.

A special meeting of the board of trustees of the Chamber of Commerce was held yesterday afternoon. It was announced at the end of the closed session that there had been a large attendance and that great enthusiasm had been manifested. In the absence of President Spencer, Daniel B. Murphy presided. The members of the board were averse to such a change as the governor recommends and the preamble and resolutions adopted by the board, as voicing the sentiment of the chamber, were unanimously adopted.

The resolutions adopted by the board of trustees follow:

The Chamber of Commerce of the city of Rochester desires to express its disapproval of the policy recommended by Governor Odell in his annual message to the legislature (1) of the abolishment of boards of managers of state hospitals of the insane and the increase of the powers of the state commission in lunacy; (2) of the abolishment of the boards of managers of charitable institutions generally, and the appointment in place of them of the central superintendent located at Albany.

For years there has grown up in this state a splendid system of public charities which has commanded the respect and admiration of all the states of the Union, and which has been spoken of recently by the highest judicial authority in this state as a source of honest pride on the part of its citizens.

This high state of excellence is largely the result of the counsel, advice and watchful care of the high type of men and women who have served on the boards of managers of the different institutions, and who have given their time and their experience in correcting and perfecting the details of management and developing the natural growth and tendency of these institutions. To abolish boards of managers and to attempt to concentrate their duties and powers in the hands of one man is, in our opinion, a distinct step backward and would have a tendency to degrade the great state of New York from the proud position which it has held so many years as the leader in all humane and charitable movements for the uplifting of mankind.

While we agree that the decreasing of the per capita cost of the maintenance of inmates of these institutions is a commendable and proper end to seek, we feel that this can be better accomplished by the co-operation of the intelligence, ability and willingness of the boards of managers of the several institutions rather than by centralizing the power and control of these institutions at Albany. The boards of managers themselves are of no expense to the state as they serve without compensation in exactly the same manner that the boards of managers of local private and semi-public charitable institutions serve, and their services, in our opinion, are just as efficient and just as necessary.

We believe, moreover, that the boards of managers of the state charitable institutions and state hospitals for the insane bring into these institutions, with their influence, the necessary knowledge of general affairs that prevent them from becoming provincial and backward in their development. The contrast to-day between the states prisons of the state of New York, with their central management by a single individual, and the reformatories of the state, under the management of boards of managers, leaves no doubt of the truth that the latter develop the humanitarian growth of the institutions, while the former stunts and neuralizes it; therefore,

Resolved, That the trustees of the Chamber of Commerce of the city of Rochester hereby register their disapproval of the proposed legislation recommended in the governor's message and now comprehended in certain bills introduced in the senate and assembly of the state, and that we co-operate with the State Charities Aid Society, the State Board of Charities and other organizations looking toward united opposition to the passage of this legislation; and that we call upon the representatives of the county of Monroe in the senate and assembly of the state to oppose this legislation by their votes and voices.

Resolved, further, That copies of these resolutions be sent to the senators and members of assembly of Monroe county, to the governor and to the secretary of the State Board of Charities.

Copies of the foregoing will be sent to Governor Odell and to the Monroe county representatives in the senate and the assembly. Below is a copy of the telegram sent out by Rochester business firms:

January 21, 1902.

Hon. Benjamin B. Odell, Jr., Executive Mansion, Albany, N. Y.:

We respectfully but earnestly protest against the passage of any measure by our legislature that contemplates the abolition of boards of managers of our state hospitals and state charitable institutions.

Bausch & Lomb Optical Company.
E. A. Brownell.
Ellwanger & Barry.
Stein-Bloch Company.
Sibley, Lindsay & Curr Company.
Burke, Fitzsimons, Hone & Company.

Similar telegrams will be sent to Monroe county representatives and to the leaders in the assembly and senate.

The State Charities Aid Association numbers among its list of officers and managers, Professor George F. Canfield, president; Hon. Charles S. Fairchild, Hon. Joseph H. Choate, Hon. Carl Schurz, Mrs. William B. Rice, Mrs. Henry Oothout and many others equally well known.

The statement published by the association says, among other things:

"The governor's plan to substitute for the board of managers a visiting committee for each district, to be appointed by the governor annually and report to him, does not seem to us a wise provision. The work of such visiting committees appointed annually, each visiting several large institutions, and vested with no authority, could not possibly replace the separate boards of managers for each institution, gaining knowledge and experience by a long service. It is the opinion of the association that the present system is the right one; that board of managers for all state hospitals and for all state institutions are of great value in fact are indispensable We think that better results are to be obtained from the present system of a separate board of managers for each institution, and from the consequent diversity of methods and experiments, than from too much centralization.

"The board of managers of the state institutions composed of prominent men and women, appointed by the governor and confirmed by the senate, and serving without compensation, represents an intelligent, faithful and disinterested devotion to the needs of the inmates. No doubt there are differences in the efficiency of the different boards, and of different members of the same board, but these differences can only be diminished by continuously better appointments. There is no class of institutions in which the boards of managers are more free from the influences of partisan politics, and in which a higher class of men and women are freely giving their service for the benefit of the state.

"Such a board can accumulate a special fund of experience and wisdom which is greater than that of any average man. It becomes the experience and wisdom of the board. With a slowly changing body no one state administration can appoint a majority of its members, and it ought not to be difficult to maintain the practice which has often been followed of reappointing the more capable and experienced mem-

Books of Rochester.

Thanks for the books recently issued by the Chamber of Commerce have been received by Secretary Ives from General Elwell S. Otis, of Chicago, commanding the department of the lakes, and from Colonel C. B. Dougherty, of the Ninth Regiment, National Guard of Pennsylvania. It will be remembered that the Ninth Regiment was in Rochester on Otis day, June 15, 1900. Dem & C. Jan 23/02

Sargent May Come.

Frank P. Sargent, Grand Master of the Brotherhood of Locomotive Firemen, has replied to Secretary Ives's invitation to address the Chamber of Commerce on "Arbitration," that he will speak here on the night of February 10th if his other engagements will permit of his coming. He is to attend the twenty-first anniversary exercises of the Rochester branch of the order on February 11th.

More Army Post Sites.

Several more offers of sites for the army post have been received by Secretary Ives, of the Chamber of Commerce, and have been placed on file. Mr. Ives says that any persons having suitable land for sale will receive consideration if they inform him of the particulars. Congressman Perkins has been written to again and asked to give an estimate of the number of acres required. An answer to this has not as yet been received. The last two sites are on Irondequoit bay and Windsor Beach.

Dem & C. Jan 23, 1902.

AGITATION FOR CHEAPER WATER

CHAMBER OF COMMERCE TO CALL PUBLIC MEETING.

PROTEST BY CONSUMERS

BUFFALO PAYS 3 CENTS TO ROCHESTER'S 14 PER 1,000 GALLONS.

BREWERIES INTERESTED

Chamber of Commerce to Make a Determined Effort to Secure Lower Rate for Manufacturers Who Use Large Quantities of Water—Subject Discussed at Committee Meeting.

The question of water rates that the city charges manufacturers is again to be agitated by the Chamber of Commerce, with the hope that there may be a reduction. The manufacturers, through the chamber, claim that they are paying too high a rate for Hemlock water—a higher rate than is charged in other cities and more than is necessary. With renewed activity the chamber is to make a fight on the question.

A public meeting will soon be held by the chamber and there will be addresses on the question. Municipal officials in the persons of Commissioner of Public Works McClintock and City Engineer Fisher will speak in answer to several manufacturers and business men. A. T. Hagen will speak for the laundrymen and H. B. Hathaway in behalf of the brewers. Others will also appeal for cheaper water.

This decision was reached yesterday afternoon at a joint meeting of the railroad and transportation and the manufacturers and promotion of trade committees of the Chamber of Commerce. The meeting was largely attended and great interest was manifested by the members of the two committees. The session was a long one, lasting from 4 o'clock until nearly 6.

This is not a new question. It has been taken up at various times by the manufacturers during the past several years. Hemlock water is quite extensively used in certain lines, such as breweries and the laundry business, in both of which Rochester has large interests. The water is not used for power purposes. The local manufacturers pay at the rate of 14 cents a 1,000 gallons for water. This is said to be much higher than the charges in most cities, the average, one of the manufacturers said yesterday, being, he believed, about 10 cents a thousand. But there are several cities, notably Buffalo, that charge the manufacturers much less. The rate in Buffalo is only 3 cents per 1,000 gallons.

Because of the high price of water in this city, one large consumer, the New York Central railroad, has installed a plant outside the city, at Coldwater, and the brewers are using filtered river water to a great extent, taking as little of the Hemlock as they can get along with. The payment of a high rate of interest on waterworks bonds is given as a reason for the high rate for Hemlock water.

Chairman Charles P. Ford, of the chamber's committee on manufacturers and promotion of trade, is to appoint a sub-committee of three to take special charge of the agitation. This committee will also take up the matter of obtaining lists of available sites and the general advancement of business in the city. The committee as a whole is considered too large an unwieldy to accomplish the best results, but the sub-committee will meet often and confer with the whole committee

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Said a local manufacturer who is a large user of Hemlock water:

"The rates for Hemlock water are altogether too high, we believe. Some time ago we investigated the matter and got rates from other cities. I believe that the average rate per 1,000 gallons was found to be about 10 cents. Some cities charge as low as 3 cents. Buffalo and a Western city, I believe, were the lowest.

"At one time the local rate for large users who took over a certain amount, was 8 cents per 1,000 gallons; 6 or 7 cents was the next rate in the scale, while those who used but a small quantity were charged 14 cents. Seven or eight years ago the rate that had been given the large users was cut off and now we all have to pay 14 cents a 1,000 gallons.

"The situation is this: The brewers are using river water and filters to as great an extent as is possible and are using just as little Hemlock as they can. The New York Central formerly paid into the city treasury several thousands of dollars a year for water, but has now installed a plant at Coldwater for supplying its locomotives."

Among the matters considered by the railroad and transportation committee was that of stop-over privileges, especially from the West. It is believed that the present conditions can be bettered. It is the desire of the committee that those having freight grievances correspond with Secretary Ives. The committee wants facts and the local railroad men have said that they will gladly consider any just claims against the roads. Chairman John N. Beckley will appoint a sub-committee of three to investigate the stop-over privilege.

The railroads state that often people write that they have shipped so and so and do not immediately send the bill of lading. They ask that the bill be sent as early as the information that the goods have been shipped.

ADDRESS

—OF—

HON. HENRY C. BREWSTER,

ON ACCEPTING (FOR THE SECOND TIME) THE OFFICE OF PRESIDENT OF THE ROCHESTER CHAMBER OF COMMERCE.

DELIVERED AT THE INAUGURAL MEETING OF THE CORPORATION FOR THE YEAR, MONDAY EVENING, JAN. 6, 1902.

"We are commencing a new year, and I trust, with united effort, we may be able to assist in the further growth and happiness of our beautiful city. Your secretary, in a previous meeting, told you what progress had been made during the past year; now, what should and can be done in the year to come? For one thing, we can watch public affairs and assist our new city government in its laudable determination to reduce public expenditures and get value received for every dollar of the taxpayers' money. We can look over the state of New York at this time and rejoice at this growing effort to bring about economy and an adequate return for money put into public improvements.

"This is a day of great corporations, and such corporations are a public benefit when confined to their proper duties

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and not permitted to overrun the rights of the people. We have such corporations in our city; let us assist and encourage them to give the public improved service. The best to be had in any city is none too good for us, and we should be willing to pay a reasonable price for such service—the best service can not be had at a stingy price.

"But, also, we must see that they do not attempt to deprive us of our just rights and privileges. They must not destroy our highways, nor render them unsafe, and if healthy competition is offered, which promises to give us better service at a reduced rate, we must see that our public servants procure for us such advantages.

"The men who first settled in this region wisely chose for the site of this city, not the shore of Lake Ontario, as one would at first think most advantageous, but the region above the upper falls—in other words, the water power of the Genesee river made Rochester what it is, and can continue to promote its growth, if wisely improved and distributed where it will give the greatest good to the greatest number. Let us then insist that this great privilege shall be used to promote our further growth in population and prosperity, that this city may be in fact what it is sometimes called, the Power City of America. If this is ever to be an actual reality, we must secure lower rates for the use of such power, and more of it.

"This subject of additional water power for Rochester is one that has been prominent in the thoughts and efforts of

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this Chamber from its first start; do not permit your interest in the subject to die down. The project has taken a somewhat different aspect, and for that reason, if for no other, it requires your earnest thought and watchful care.

"One thing which this Chamber has done for Rochester is now so much a matter of course that the Chamber gets little credit for it; that is the habit of getting together. Rochester is far ahead of other cities in this respect. I trust that during this year the members of this body will set aside the time for our monthly meetings and be on hand at each and every one prepared to take an active part in the proceedings; suggestions from members as to subjects to be considered and discussed will be appreciated by the officers.

"I believe our bountiful supply of Hemlock water—the best in the world—might be utilized to give greater benefit to the business interest of our city, and I suggest the subject for your early attention and investigation.

"A proper building should be provided, either by a private corporation or by the city, for the use of those persons engaged in supplying our people with farm products that the business might be carried on at all seasons of the year and in all kinds of weather, under cover, properly protected from the elements. As it is at present, the wagons obstruct certain streets of our city nearly all night and a part of the day, to the great annoyance of those residing in that vicinity or having occasion to go through those streets during those hours and it is detrimental to the health and comfort of citizens.

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"I believe if an opportunity were given by the city officials, a corporation could be organized to provide facilities for this business, and, as a result, an increased business would be built up, providing better shipping advantages for such produce and fruits as could not be consumed at home.

"Rochester, from its location and beautiful situation is a very desirable place for holding conventions, but no proper building has as yet been provided. The village of Saratoga, N. Y., is far ahead of us in this respect. We have a special committee in charge of this subject, and I trust before the year is out we shall have from it a report promising a remedy in the near future.

"Time does not permit me now to refer to many things coming before your board of trustees and standing committees, but from long service on those committees I know that this Chamber has, and is, contributing in a very large degree to the business prosperity and happiness of our members and fellow citizens, and if each one of you would contribute a small portion of your time and thoughts you could largely assist in increasing these efforts and benefits."

PRINCE HENRY WILL COME

Emperor William's Brother Will Stop in Rochester Upon the Occasion of His Visit to the United States---Reception to Be Arranged.

Herald Jany 24 1902

Prince Henry of Prussia will visit Rochester during his stay in America. This fact was definitely announced yesterday by the commission appointed by President Roosevelt to receive and entertain the Prince when he visits the United States for the purpose of witnessing the launching of the new imperial yacht that has been built for his brother, Emperor William, of Germany.

As soon as it became known that the Prince would go to Niagara Falls, Secretary Ives of the Chamber of Commerce at once set on foot a plan to have the Prince stop in Rochester, either on the way to the Falls or on the return journey. There was a strong probability from the first that the plan would succeed, as one of the members of the commission appointed by the President was Assistant Secretary of State David Jayne Hill, formerly president of the University of Rochester. Secretary Ives at once communicated with Secretary Hill, pointing out that Rochester was essentially a German-American city and that no doubt Prince Henry would be very willing to visit a town where there were so many of his countrymen.

The Chamber of Commerce will at once take steps for the proper reception of the royal visitor to the city. It is expected that the chamber will work in conjunction with the city authorities and the German-American societies to make the Prince's visit a memorable event.

The following special dispatch was received last night from Washington:

"Washington, Jan. 22.—Assistant Secretary of State Hill, General Corbin and Rear Admiral Evans, composing the commission appointed by President Roosevelt to arrange for the reception and entertainment of Prince Henry of Prussia, held a conference to-day with Mr. Holleben, the German ambassador, and Count Quadt of the German embassy, to arrange further details of the Prince's visit. The commission was assured by the ambassador that Prince Henry would approve its plans.

"It was arranged at the conference that the Prince should not travel on any of the three Sundays he will spend in the United States. On Sunday, February 23, and Sunday, March 9, he will be in New York, visiting Grant's tomb and giving a dinner in honor of the New York German societies on the last named date. The second Sunday of his visit, March 2, will be spent at Chattanooga, Tenn., and this will give the Prince an opportunity of viewing the Chickamauga National Park, over which he will be taken in a carriage.

"The Prince will leave New York at about midnight on Sunday, February 23, for Washington, where he will spend Monday in receiving and exchanging official courtesies, and on Monday night will return to New York for the launching of the Kaiser's yacht. Then he will return to Washington and will probably leave here on Friday, February 28, for Cincinnati and Chattanooga. From Chattanooga he will go to St. Louis, probably by way of Indianapolis, where he is to spend an hour; from St. Louis to Milwaukee and Chicago, thence to Buffalo and Niagara Falls and Rochester. Whether he will go from Rochester to New York before visiting Boston and Harvard University has not been announced."

"While in the United States Prince Henry will not follow the American custom of shaking hands with the people who come to see him. He will be on public view in all the cities which he will visit, but it has been decided by the commission in charge of the arrangements that the people who attend the demonstrations in the Prince's honor shall merely pass in review, as it were, and not expect a handclasp from the royal visitor. Ample arrangements have been made for protecting the Prince from annoyance, and the committee will endeavor to make his stay in this country as restful as is possible with the great amount of traveling he will do."

CHEAPER WATER RATES.

Chamber of Commerce Has Begun an Agitation for Lower Rates.

The Chamber of Commerce is agitating in favor of a reduction in water rates for manufacturers. Large consumers complain they are paying too much for water, compared with the cost in other cities. It is planned to hold a public meeting soon at the Chamber of Commerce when the question can be thoroughly discussed. Commissioner McClintock and City Engineer Fisher will present the city's side of the case, while A. T. Hagen will speak for the laundrymen, H. R. Hathaway for the brewers and others for various branches of business.

It is claimed that one large consumer, the New York Central, has established a plant at Coldwater outside the city, on account of the high water rates here, and that the brewers are using as little Hemlock water as possible. The charges now are 14 cents per thousand gallons here, while the average of the cities throughout the country is only ten cents.

It is said that Buffalo only charges three cents. At one time there was a large reduction made to the big users of Hemlock water, but this discrimination has been done away with.

One reason for the high rate is the fact that the waterworks bonds, aggregating $6,000,000 are paying 7 per cent. interest. Half these bonds will be refunded next year and then it may be possible to reduce the cost of supplying water to consumers. Herald Jany 24 1902

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Post Express
Jan 24/02

PLENTY OF OFFERS

SECRETARY IVES IS DELUGED WITH ARMY POST SITES.

Irondequoit Market Gardeners Are Anxious to Help Out Uncle Sam, for a Consideration — Four Advantageous Sites Thus Far Presented.

He cautiously opened the door of the Chamber of Commerce office this morning and walked hesitatingly a few feet into Secretary Ives's private room where he stood for a moment nervously fumbling his hat and looking anxiously at the several occupants of the room. His clothes were of clumsy make but of good material and the face above the upturned coat collar was weather beaten, shrewd and determined.

"I'm lookin' fer Mister Ives," he said at length, edging doubtfully towards the beniganat-looking gentleman with sparse hair who sat at the big desk.

"I'm Mr. Ives," reassuringly responded the H. L. G., "What can I do for you?"

The rustic caller heaved a breath of relief and planked himself down in a chair by Mr. Ives's desk, after carefully depositing his hat on the floor. All traces of irresolution had vanished from his face as he crossed his legs cumbrously and with affected unconcern replied:

"I see by th' papers, that the gyvmint is thinkin' of puttin' an armory here and that th' Chamber of Commerce is lookin' fer a good site."

"Yes," quoth Mr. Ives. "The war department is considering the establishment of a new regular army post somewhere in New York state, and Rochester wants to get it. I presume that's what you have reference to?"

"Exactly," responded the old man. "Wall," he continued impressively, as he shifted legs and crossed his knotted hands over his knee. "I've got one of th' finest pieces of land in th' city er I do say so myself. Ustter lay in Irondequoit, but after I bought it, wuz taken inside th' city. It's jes' the place fer an armery, I calk'late; good high groun', plenty of water an' a lettle timber—not too much, mighty handy place, too, fer to—

"What's the size of it?" interrupted Mr. Ives.

"Oh, that's all right; its plenty big enough, I guess. 'Bout twenty-five er thirty acres," and the old man squinted up his left eye meditatively towards the ceiling.

"I hardly think that such a piece of land is large enough," said Mr. Ives, "and besides, you know, the war department prefers to locate its army posts on water front wherever possible."

The old man's face dropped a little, but he stuck doggedly to his own and apparently quite over looked the remark about water frontage.

"Wal, I admit my property 'ain't quite as large as it might be," he persisted, "but I daresay when the guv'munt got around to it 'twuds be found plenty big 'nuff 'nd besides, ez I wuz sayin', they ain't a better piece uv lan' in—

"What do you ask for it?" again interrupted Mr. Ives.

The shrewd expression on the old man's features deepened and his eyes glanced warily at his questioner, but his voice and manner were delightfully nonchalant.

"Oh, I don't know," he replied. "'Tsround be very steep. I'll do th' square thing by th' guv'mint an' my duty by th' city. Can't say now jis' how much I would ask."

"Well, you leave your name and address with me," said Mr. Ives, "and I'll keep your offer in mind."

"You'll do what ye can fer me, will ye?" anxiously inquired the old man as he began buttoning up his coat and started for the door.

"Yes, I'll remember you," was the ambiguous assurance.

"Jes' remember it's one of th' finest pieces uv lan' in"—

"Going down?" impatiently shouted the elevator conductor in the hall.

The door slammed and the old man was gone.

"Lots of those chaps coming up here nowadays," commented Mr. Ives. Most of them well-to-do market gardeners out Irondequoit way who are anxious to sell out their farms at a big profit can't get 'em to tell you what they want for their places, though, for fear the 'guvmint' will bet the best of them, but when it comes down to brass tacks you'll find that they consider their land worth all the way from $300 to $500 an acre."

Secretary Ives, for the chamber, has received fuor good offers, however, for sites for the army post. All of them are on the lake front and all are quite reasonable as to price. The Manitou beach property is perhaps the most agreeable location. It is offered to the chamber with its buildings, for $50,000.

Democrat and Chronicle.
Jan 28 1902

NO ARMY POST TO BE ESTABLISHED AT ONCE

Nothing Tangible in Regard to Matter, Says Mr. Perkins.

ROCHESTER'S CHANCES

Assistant Secretary of War Tells Congressman to Send on Descriptions of Sites—No Certainty as to Establishment of More Posts.

Congressman James B. Perkins, who returned home yesterday morning from Washington, says that the establishment of an army post in or near the city or at any other place is a long way off. While the project is a subject of considerable talk it has only been discussed by army authorities and there is nothing tangible regarding it at present. Said Congressman Perkins yesterday afternoon:

"I called upon William C. Sanger, assistant secretary of war, and asked him what was the prospect of Rochester's getting a post. He told me that so far as he knew there was no decision as to whether such posts as have been mentioned would be established at all. The matter had merely been spoken of, not advanced so far as to be settled. The whole matter is yet in the air.

"Colonel Sanger introduced me to several officers and on every hand it was said that there was nothing definite in the matter. Secretary Sanger said that if we had a good site for a post we might send down the particulars, so that in case a decision to establish additional posts was reached, Rochester's offer would be on file for consideration. He spoke in such a manner that I believe he told me all he knew about the matter.

"All there is to the matter at present is that an army board is considering the question of establishing more posts. Nothing was said regarding location. No, nothing was to be inferred as to the amount of land that would be required for a site. I do not believe they know that. They are merely considering the advisability of establishing more posts. Whether that move is to be made is not decided. In the description of a site, Secretary Sanger desires facts regarding the surroundings, the advantages, conveniences, the healthfulness of the place, price, etc.

"No, I guess the government would not expect anything from the city. When it gets ready to establish the posts it will not go around with a subscription paper. Of course, the question of price will have its influence and if the price asked is believed to be too high that will probably shut off a deal so far as the particular spot is concerned. There are so many sites to pick from that all conditions must be favorable.

"At present there is no one to appear before with a request that a post be established here. The matter has not yet reached that point. I met General Gillespie, chairman of the board of engineers, and am to have another interview with him to ask more fully about the matter. I believe that within a few months the city will have reached such a stage that we can lay our claims before the proper persons and hope to make a favorable impression with the admirable sites we have to offer. But there will be no army post established in Rochester or anywhere else in these months, nor in all

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Democrat and Chronicle.
Jan 28 1902

MUST GET PERMIT

Special Legislative Act Required To Refund Bonds.

A $3,000,000 BOND ISSUE

Big Batch of 7 Per Cent. Water Bonds Falls Due January 1, 1903, and the Comptroller Will Call Attention of Council To-night to Necessity of Enabling Act This Year.

Comptroller Johnston will call the attention of the council to-night to one point, connected with the refunding of the water bonds next year that had been overlooked. According to an opinion given by Corporation Counsel Sutherland yesterday in request for information by Comptroller Johnston, the city cannot issue the new bonds to take up the old water bonds, without securing a legislative permit.

These bonds, aggregating $3,182,000, will fall due January 1, 1902, and the city must have the cash on hand on that day to pay every dollar of the bonds. These bonds are now bearing 7 per cent. and the expectation is they can be refunded at 3 1-2 per cent. interest. The Comptroller's idea is to start in from the general sinking fund the sum of $182,000 at the end of the year, thus refunding the bond issue at the even amount of three millions.

The next Legislature will not convene, of course, until after January 1, 1903, and whatever permission is required to authorize a three million dollar bond issue next December must be secured from the present Legislature.

In the communication which the Comptroller will send to the council to-night he will call attention to the fact that he has secured an opinion from the Corporation Counsel to the effect that legislative action is needed to authorize the refunding of the water bonds and asking that the council take immediate steps to secure the necessary legislation at Albany.

If the necessity for legislative permission had been overlooked until later in the year, the city would have been left in an awkward predicament, as there could be no delay in the payment of the bonds when they fell due on the first day of next year. The only alternative would have been to raise the money on city notes until the new bond issue could have been authorized. While the selling of city notes to the extent of $3,000,000 might not be specially difficult, it would be a very unusual proceeding to let a large bond issue mature without provision being made for its payment in any other way than to make a temporary loan for the amount. There might have been trouble about negotiating such a large note sale in December next without paying a high interest rate.

The refunding of these water bonds will make an appreciable difference in the tax levy of next year, as the saving in interest will be nearly $20,000 annually. These water bonds at 7 per cent. interest have been a heavy drain for many years on the city, and the saving in interest charges will be appreciable.

The Genesee Railroad bonds will also fall due on the first day of next year, bearing 7 per cent. interest. There will then remain only one bond issue bearing 7 per cent.; a water bond issue for $410,000 due three years hence. All the other bonds of the city bear interest not in

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Union and Advertiser
Jan 28 1902

GOV. ODELL'S BAD BILL.

Daniel B. Murphy on the Proposed Abolition of Local Boards of Managers for State Institutions.

Daniel B. Murphy of this city, who, with a number of other prominent gentlemen from various parts of the state, recently visited Albany to confer with senators concerning the bill favored by Gov. Odell, which will do away with local boards of managers for state institutions and place their management in the hands of a few state officers with headquarters at Albany, thus creating a new and powerful political machine for the furtherance of the ambition of Mr. Odell, in the course of an interview on the measure said today:

"I do not think it is necessary to offer any apology for the part I have taken in opposing the radical and dangerous changes contemplated in the Governor's message, relative to the abolishment of boards of managers in state institutions. Whatever I have endeavored to accomplish has been prompted solely in the cause of afflicted humanity.

"The present system of management of our state institution is the outgrowth of at least one hundred years' experience; it is true that it is not perfect—no human organization can well be—but it is the ambition of every board of managers to bring the administration of its institution to the highest state of human perfection. The Governor's proposed plan, in my judgment, is not only not feasible, but indefensible. Take, for instance, the appointment of any new method on any board as at present constituted, and it will take him at least one year to become fairly familiar with the details of that particular institution. How is it possible, then, for a one-headed commission, located at Albany, to acquire a familiarity worthy of the name with the widely scattered eleven state hospitals, or its fourteen charitable institutions? The proposed visits by paid servants will necessarily be perfunctory and valueless.

"The deplorable condition of our state charitable institutions under the proposed system would be still more marked, for the reason that they are so diversified in character, for example, the Asylum for the Blind at Batavia, the House of Refuge at Albion for erring women, the State Industrial School at Rochester for wayward boys and girls, Craig Co ony at Sonyea, where are to be found the unfortunate epileptics of every grade, from the university graduate to the unteachable child; the Custodial Asylum at Newark for feeble-minded women, another at Syracuse for feeble-minded children, at Rome another state institution for unteachable idiots, and so on along down the list of charitable institutions. How is it possible for a single commissioner, seated in authority at Albany, to come in touch with the wants and sympathies of these wards of the state? It is impossible. Such efficiency was never vouchsafed to human kin."

"If you desire to see the pernicious results of the one-man power at Albany, look at our state prisons that are under such a commission. These state prisons are a disgrace to the state, and are nearly a century behind the times. In comparison, take the correctional and industrial schools of the state, that are now controlled by local boards, and what is the result? In order to learn what wonderful improvements have been made in the management of these institutions during the past twenty years, it is only necessary to point to the State Industrial School in this city. The one-man power can now stand favorable comparison with a strong board of managers. There is no head, political or otherwise, that can contain more knowledge or information than a majority of such heads.

"There is no large organization in this country, whether it be industrial, commercial or financial, but has its board of managers; they serve, as it were, as so many balance wheels for these institutions. Take for example our banking industry. There is not a bank in this country, regardless of its financial strength, that could retain the confidence of the public were it to legislate out of office its board of managers, and impose by that act all authority in the hands of its president. Such a bank would be discredited from the start, and it does not require the gift of prophecy to foretell the outcome of such a suicidal experiment.

"This is substantially true of our state institutions. There are confined therein 20,000 unfortunate wards of the state, who are unable to plead their own cause, but depend on those who have more interest in humanity than in politics to safeguard their rights and privileges. Any politician who would be so venal as to attempt to play upon the infirmities of the inmates in order to secure, gaining and

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Herald, Tuesday.
Jan 28 1902

SOCIETY OF THE GENESEE.

Local Committee Arranging for the Annual Dinner Next Month.

The Rochester committee of arrangements for the annual dinner of the Society of the Genesee met yesterday afternoon at the Chamber of Commerce rooms. It was announced that about fifty tickets had been sold here. In order to get the one and one-third railroad rate 100 tickets must be taken here, or at least this many railroad tickets must be disposed of. The committee believes that people have the impression that it is necessary to be a member of the society to procure a ticket to the banquet. Outsiders are welcome.

Those desiring to attend are invited to call on or correspond with Secretary Ives, of the Chamber of Commerce, and receive the necessary information. The committee will meet within a few days of all who are going. The dinner will be given on the evening of February 8th in New York.

Post Express
Jan 29/02

The monthly meeting of the board of trustees of the Chamber of Commerce will be held tomorrow afternoon at 4:30 o'clock. Several matters of importance are to come before the board. The chamber has started out to make this a record breaking year and anything looking toward the interests and the growth of the city is receiving attention.

SOMETHING OF LUNACY COMMISSION REPORTS

Rev. J. W. Hendrick Notes Past and Present Trend of Thought.

QUESTIONS OF ECONOMY

Statements in Twelfth Annual Report Signed by William L. Parkhurst Touch Problems Brought Before Public by Bill Now Pending.

To the Editor of the Democrat and Chronicle:

Sir: Apropos of the statement given out by the lunacy commission through the Hon. William L. Parkhurst, at Albany, on the evening of January 23d, which interview was copied in the newspapers pretty generally throughout the state, including New York city papers and others, it probably will be interesting for you to contrast with the statements relative to the economics brought about apparently by the lunacy commission, the remarks concerning alleged friction with the superintendents and boards of managers, and other matters of this kind, with the statements of the lunacy commission as a whole in its twelfth annual report, which statements as contained in this said report were signed by Mr. Parkhurst as well as by his two colleagues, Dr. F. M. Wise and the Hon. William Church Osborn, then a commissioner in lunacy. The reports of the lunacy commission can undoubtedly be found in the large-sized libraries, and probably in the newspaper offices of the large newspapers in the state, and probably it will therefore be easy for you to corroborate the facts as given in this letter.

Certain other statements have been made during the time of the discussion concerning the lunacy bill now before the legislature, relating to various features of this bill, and more particularly to the economics brought about by the commission. It would take a treatise on this subject to show and explain how matters of this kind first came to be systematically studied in the handling of large public institutions, but to allege that all of this work is the result of the effort of any one body of men, or of any one man in particular, is to go further than the facts will in any way warrant. It seems as if no one could question, with the well-known comparatively harmonious relations existing between the lunacy commission, the boards of managers and the superintendents, but that acting together it has been possible gradually to bring about the state of affairs which prevail to-day.

Without undertaking to go into the merits or demerits of the case, or to show how far one way or the other matters have progressed further than would be considered desirable, etc., I would merely add a further statement, [illegible] from the annual reports, the case [illegible]

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crush of thought at the present time than the present. No matter as weighty as the present one can be argued offhand in a few set words, and the bulk of the reports of the commission in lunacy go far toward showing how much careful thought has been given to the care and management of the insane by all concerned in it.

The comments of the press of the country seem to show that the people as a whole are better satisfied with what they call the citizen management of the insane, than the centralized control which under certain conditions would permit any very grave abuses to exist and to continue for long time before public attention could be drawn to them, and a public sentiment aroused to crush them out.

The paragraphs referred to are as follows:

TWELFTH ANNUAL REPORT.

The report of the state commission in lunacy to the legislature, 1901. Signed by all the commissioners, Mr. Parkhurst being one.

After making the statement substantially as given above, Page 5 goes on to say:

"Before examining the details of this report the general statement should be made that it has been effected by a co-operation in which each superintendent has joined heartily with the auditing staff of the commission, however rigorously he might protest on minor points. It should in fairness be stated that the supplies on hand at the close of the year do not equal the supplies with which the year started."

In the same report the commission further says:

(Page 7.) "While the commission believes that the standard has been well maintained, it must admit that economy has gone too far in some instances, notably in those supplies which are essential to the maintenance of a high sanitary condition of the hospitals. It cannot, therefore, promise further reductions, and even a slight increase may be expected. It is possible that reductions, if any, can only be effected by a classification which would more effectually separate the dietaries and similar cases requiring only a light diet and custodial care."

(Page 23.) "Salaries and Wages.—The hospital economies have gradually led to an increase of employees, either to avoid waste or to produce at a profit to the institutions. In stances might be multiplied where intelligence has been substituted for expenditure and more might be done in this direction. As an instance, the employment of a skilled man to supervise the fires of a large battery of boilers, where careless or unskilled firing would result in a great loss, saves in fuel several times more than his salary. In like manner, a skilled chef reduces food waste far in excess of his wages; and a trained gardener gains a product which is worth many times his cost. The need for a skilled medical service adds to the wage account; an item not required in the same degree by those charitable institutions except hospitals, although the per capita cost of medical service is but $11.75 per year. The large cost is as is but $11.75 per year. The large cost is as first, stated for attendants, and this cannot safely be reduced, if the present humane care of the insane is continued. It was formerly the custom to confine the insane in their rooms at night without attendance, and the result can well be imagined. This has been replaced by night attendance and supervision, with provision for meeting all the personal wants of patients at night, this insuring cleanliness and sanitation, as well as avoiding to a very large degree the distressing casualties formerly so frequent."

Excerpts from the annual reports of the state commission in lunacy.

Commissioners: Dr. Carlos F. MacDonald, Goodwin Brown, and Henry A. Reeves.

From first annual report, 1890, page 15:

"The superintendent or chief medical officer of every asylum should be clothed with the absolute power of appointment, and removal of all officers subordinate to himself. It is doubtful if the best results can be obtained under any other system. As the law now stands, boards of managers or trustees of the state asylums have the power of appointment of the superintendent. The power is also given them to appoint, on the nomination of the superintendent, all of the resident officers, so-called; that is, the assistant physicians, steward and matron; and while the superintendent may, for cause, temporarily suspend a resident officer, the right is reserved to the managers to confirm or disapprove such suspension. Instances are not wanting of discord between the superintendent and resident officer. This is not as it should be. The superintendent should be held to a strict accountability for the acts of his subordinates, but he cannot be so held unless he is possessed of the power of appointment and removal.

"The existing method tends to weaken discipline, to produce a want of harmony and to create constant friction. The superintendent is appointed on the theory that he is competent for the position. If he is competent, he should be allowed to select and remove his subordinates. If he is not competent, he should not hold the position."

(Page 25.) "More custodial care cannot be justified except upon the theory which is undoubtedly untenable, that certain classes of the insane need no medical supervision, but simply ordinary care and comfortable surroundings."

Note.—Following this is a strong argument to show that, even aside from medical care, suitable care for the chronic insane cannot be obtained in institutions organized on a basis of custodial care alone. It has the following sentence on this subject: "Certainly no one would seriously propose to establish and maintain a hospital for the treatment of any other disease than insanity, without providing for it competent medical supervision. Outside and beyond the mere question of the application by a physician of appropriate medicines for ordinary physical ills, resident medical supervision is required to insure the patients the proper regulation of a variety of other matters which closely affect their physical well-being."

For those who wish to scrutinize what is now being said about greater economies it is well to remind them that there is no true economy if at the expense of efficiency. The first annual report of the lunacy commission is full of information on this subject, and relates particularly to what has been done, and in a way to which they object, on low per capita expenditures in the almshouses, etc. The present tendency is not based on a sufficiently broad and comprehensive plan concerning the insane and those other mental defectives such as the dotards, the idiots and the imbeciles, but is rather retrograding towards the old county-house idea, even for the insane, which such a short time ago gave rise to such tremendous efforts on the part of all philanthropists in behalf of those who are both irresponsible and undefended.

THIRD ANNUAL REPORT.

Commissioners: Dr. MacDonald, Mr. Brown and Mr. Reeves.

Page 258, under the caption of "Maintenance:"

"The maintenance or support of the insane in the state hospitals—in fact, anywhere, or in any institution—is the point around which hereafore at least all other questions and interest relating to the care of the insane have revolved. Up to within a recent period, the question has been largely one of cost, and the light of humanity and of true economy has shown over the subject only in dim perspective."

"Economy of cost was the watchword, with little or no regard to the humane aspects of the subject."

EIGHTH ANNUAL REPORT.

(Page 71.) "The granting of superintendents of this power of appointment and removal of subordinate officers and employes recognizes a principle for which the commission has long contended."

"Under the new law the superintendent is the chief executive officer of the hospital, and, subject to the rules and regulations established by the managers, has the general superintendence of the entire hospital and its equipment, and the direction and control of all persons therein."

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

ELEVENTH ANNUAL REPORT.

(Page 15.) Under the heading "Standard of Care and Maintenance," the requirements for different classes of patients is considered. The section closes as follows: "The results as shown by the recovery rate and the number discharged improved sufficiently to live at home, have been achieved through a proper expenditure for treatment and care. There is sufficient precedent to show that any material reduction of these expenditures would modify these most desirable results."

Your attention is particularly attracted to the quotations from the eleventh and twelfth reports, both of which reports were signed by Commissioner Parkhurst.

(Rev.) JOSEPH W. HENDRICK.

Rochester, N. Y., January 28, 1902.

LEGALIZING OSTEOPATHY.

SHIPPERS CRUSHED BY BIG REBATES

The Times Jany 23 1902

Startling Statements In the Report of the Interstate Commerce Commission.

WASHINGTON, Jan. 23.—The annual report of the Interstate Commerce Commission, transmitted to Congress today, urgently repeats former requests for such additional legislation as will give the commission power to correct evils not touched by the present laws.

EVILS OF REBATE SYSTEM

On the subject of recent investigations into the movement of packing house products, the commission says: "That the leading traffic officials of many of the principal railway lines, men occupying high positions and charged with the most important duties, should deliberately violate the statute law of the land, and in some cases agree with each other to do so; that it should be thought necessary to destroy vouchers and to so manipulate bookkeeping as to obliterate evidence of the transactions; that hundreds of thousands of dollars should be paid in unlawful rebates to a few great packing houses; that the business of railroad transportation, the most important but one in the country today, paying the highest salaries, and holding out to young men the greatest inducements, should to such an extent be conducted in open disregard of law, must be surprising and offensive to all right minded persons.

"Equally startling at least is the fact that the owners of these packing houses, men whose names are known throughout the commercial world, should seemingly be eager to augment their gains with the enormous amounts of these rebates which they receive in plain defiance of a federal statute.

"We certainly believe that existing laws should be so amended that railway managers who desire to observe them can do so without risk of sacrificing their property."

CORPORATIONS NOT LIABLE

The commission comments vigorously on the fact that it has been judicially determined that a corporation is not liable for violation of these laws, and that the agent alone can be punished.

Attention is called to the fact that only a nominal fine can be assessed when common carriers depart from published tariffs, unless there is actual discrimination between different shippers, which fact is most difficult to prove. In addition to other reforms, the commission asks Congress for enlarged powers for the enforcement of the law.

SECRET GRAIN RATES

In regard to the movement of grain, the commission observes:

"At the present time grain and grain products move from points of origin to the seaboard generally upon secret rates. The effect of these secret rates is to discriminate in favor of the foreigner, to give preferences to particular shippers, to exclude from business the small operator. These discriminations militate against a great American industry."

The commission states that the secret rates from Chicago to the seaboard are maintained by the railroad associations and observes: "It is not the business of this commission to enforce the Anti-Trust Act, and we express no opinion as to the legality of the means adopted by these associations. We simply call attention to the fact that the decisions of the United States Supreme Court in the trans-Missouri and Joint Traffic Association cases have produced no practical effect on the railway operations of the country. In justice to all parties we ought probably to add that it is difficult to see how our interstate railways could be operated with due regard to the interest of the shipper and the railway without concerted action of the kind afforded through these associations."

The total number of proceedings brought before the Commission during the year was 330. Of these, 149 informal complaints were settled through preliminary investigation by the Commission. The report reviews the various decisions rendered by the Commission and also the railway statistics for the fiscal year published some months ago.

USE OF SAFETY APPLIANCES

The safety appliance law became effective Aug. 1, 1900, and the records show that for the year ending June 30, 1901, the number of employes killed in coupling accidents was less than in the preceding year by about 35 per cent, and the number injured was less by about 52 per cent.

The Commission recognizes that as a rule the railroad companies now need no compulsion to induce them to use automatic couplers, and it is stated that only in details of a minor character has any road assumed a critical or reluctant attitude. Both the automatic coupler and continuous power brake are now absolute necessities in the operation of roads which move long trains, or use the powerful locomotives and heavy cars which are now common. Thus, observes the Commission, the policy of Congress in enacting the safety appliance law is amply vindicated on what may be called business considerations, without regard to the question of safety of life and limb.

Other improvements in railway appliances are favorably commented upon.

RAILROAD TO BE IMPROVED

Line From Dansville to Mt. Morris to Be Overhauled.

TRACKS TO BE RAISED ABOVE HIGH WATER LEVEL.

Plan to Have Through Trains Run from Dansville to Rochester—Concrete to Take the Place of the Trestle Near Craig Colony—New Station.

Evening Herald Jany 14, 1902

Dansville, Jan. 13.—The management of the Dansville and Mount Morris Railroad company is making preparations to establish a greatly improved passenger service. The road is to be overhauled from one end to the other and the improvements will include new bridges, filling up of trestles, concrete work, raising the track two feet higher on the flat lands in the valley for a distance of four miles, through train service between this village and Buffalo and Rochester, and possibly a new passenger station.

The grassy roadbed from here to Mount Morris, sixteen miles long, will be cleared of the grass and weeds and the bed ballasted with gravel. The trestles and bridges will all be overhauled and some will be filled up and others will be replaced with concrete, the long trestle near the Craig Colony at Sonyea being taken out and concrete substituted. New rails for the entire distance have already been put down and new ties will be laid wherever needed. A portion of the track on the flat lands down the valley, four miles in length, which is sometimes flooded by the spring freshets, will be raised two or three feet higher than it now is. A new station for the accommodation of passengers is also anticipated, in which case the old station will be given up entirely to freight.

Plans to have the Erie trains from Buffalo and Rochester run direct to Dansville is already under consideration. This would be a great accommodation to the patrons of the road and a change that seems very easy to be made, as the Erie engine and crew, which now lay over at Mount Morris, would run sixteen miles farther up the valley to Dansville. When the Erie railroad was a lessee of the Dansville and Mount Morris branch, this plan was carried out and was found to be successful and satisfactory. The Erie for some reason abandoned this branch ten years ago and since that time the Erie crews stop at Mount Morris and another crew takes the train the other fourteen miles up the valley to Dansville.

When the road was given up by the Erie railroad arrangements were made with the Western New York and Pennsylvania Railroad company to run the trains to the W. N. Y. and P. depot at Mount Morris and the American Express company was substituted for the Wells, Fargo & Company's express. A loop was built at Sonyea and the two roads, the Western New York and the Dansville and Mount Morris, connected. Trains were then run to the Western New York and Pennsylvania station at Mount Morris, using the W. N. Y. and P. tracks from Sonyea to Mount Morris. This worked well for two or three years, but finally the Erie and the Dansville and Mt. Morris Railroad companies came to an understanding whereby the D. and M. trains were to be run again in connection with the Erie trains. This change was made six years ago and the Wells Fargo & Co.'s express again installed on the D. and M. R. R.

Three years ago through cars were operated successfully between Dansville, Rochester and Buffalo upon direction of General Manager P. H. England of the D. and M. R. R. If the proposed changes are made the only remaining want of the Dansville patrons of the road would be supplied by the running of through trains to Rochester and Buffalo.

FARMERS WANT A TROLLEY LINE

Confident That the Ridge Road Project Will be a Success.

WHAT THOSE LIVING NEAT MEDINA SAY OF THE PROSPECTS.

Growers of Small Fruits Will Find a Ready Market in Rochester as a Result of Transportation—No Long Hauls to Central Shipping Point.

Evening Herald, January 9, 1902

Medina, Jan. 13.—The people of Medina and vicinity are united in favor of the proposed trolley line along the Ridge road. The farmers hereabouts are enthusiastic over the prospects that the road will go through in the spring. They are quick to concede that their land will appreciate in [illegible] and a stimulus furnished to [illegible] improve their farms. And [illegible] that they

[illegible] of the trolley is that [illegible] will be placed on a par at the markets of Buffalo and Rochester with distant producers who have had heretofore quicker means of transportation.

They say that when the new line is in operation local growers of small fruits, such as strawberries, will be able to ship their goods in the morning and have them in the city markets by noon so as to compete with the New Jersey houses who have such direct facilities for placing their goods.

Another argument advanced is that the farmers driving along the Ridge road will be saved the expense and labor of hauling their produce to Medina to ship to Buffalo or Rochester, and other points along the Central road, while a spur road into Medina will provide means of carrying all the freight bound to this place.

No doubt is expressed as to the question as to whether the new road will pay or not. The friends of the Ridge road trolley line point to the experience of the trolley line from Lockport to Olcott, stating that the Lockport line cost $1,000,000 and that last year it paid the interest on bonds to that amount and all operating expenses, and left besides $7,500 surplus in the treasury. It is said the Ridge road can do fully as well as this.

HOSPITAL MANAGERS BILL.

Animated Hearing on the Governor's Message.

Albany, Jan. 23.—The senate judiciary committee has decided to postpone action on the so-called lunacy bill until next Monday night at 8 o'clock. The commission considered the bill for a few minutes this morning, and discussed some proposed amendments. It was finally decided to postpone serious consideration until prior to the session of next Monday night.

Among the amendments proposed is one which provides that each of the institutions on Long Island shall have a separate superintendent. The bill as at present drawn provides that one man shall have charge of all three.

Albany, Jan. 23.—(Special.)—The hearing yesterday on the governor's bill abolishing the boards of managers of the state hospitals for the insane has convinced the republican leaders in the legislature that the sentiment in opposition to the bill is so united that no good can come from passing the bill in its present form. Accordingly, the assembly judiciary committee is meeting this afternoon and the bill will be amended in many particulars to overcome the objections to some extent.

It is proposed to change the bill by retaining the local boards of managers, the number of members of each board to be reduced to three. This will do away with the board of twenty visitors as provided for in the bill, who were to be appointed by the governor, and to make at least four visits during a year. But the local board under the changed bill will be shorn of all power except as to visitation and inspection, as all patronage is to be vested in the State Lunacy commission which is to appoint the superintendent and steward, who, in turn, is to appoint the subordinates.

By making these changes it is hoped to allay some of the criticism and reduce the sentiment in opposition.

ATE HOSPITAL MANAGERS

Friends of the Boards at Work with Members of Legislature.

The Post Express Jan 24 1902

Albany, Jan. 29.—Governor Odell's friends have been apprised that the friends of the boards of managers of the state hospitals have started the sort of campaign against the governor's state hospital bill that The Post Express predicted several days ago; centering their fire on the senators and assemblymen.

It has reached the governor's ears that several influential Syracusans called on Senator White when he was home on Saturday last and bluntly informed him that they would hold him personally responsible if the state hospital bill passes.

Friends of the boards of managers are making a great ado over an alleged order of the State Lunacy commission to the managers of Willard hospital that they must not purchase oysters at 90 cents a gallon from local dealers but must transfer their trade to John Flannigan, the democratic boss of Ontario county, at 51 per gallon. This is denied by the lunacy commission but the managers claim to have the order.

Governor Odell's friends say even if the story is true, it does not weaken his position but that it may be necessary to "discipline" the lunacy commission.

GOV. ODELL'S PLAN FOR A GREAT CANAL

Will Provide for a Waterway Suitable for Barges of at Least 500 Tonnage.

ESTIMATED COST WILL BE NEARLY $30,000,000

(SPECIAL TO THE EVENING TIMES.)

ALBANY, Jan. 16.—The question of the week in legislative circles is "when will the Governor's canal bill be ready?" It is now understood that the bill is practically perfected and will be introduced next Monday night.

The cost of the improved canal, $28,700,000, which must be provided for by a bond issue, makes an amount greater than has ever been suggested for any public work in any other State in the Union. This necessitates the utmost care in deciding upon the provisions of this bill. Constitutional provisions of every nature must be most carefully considered in order to prevent any question being raised as to the validity of the bonds which will be issued to carry out this work. For these reasons the bill has been delayed.

The term "Governor's Canal bill," is correct, the bill carrying out all of the recommendations of the State's Chief Executive. Briefly, the Governor's proposition is this:

THE PROPOSED CHANGES.

To first build through the State of New York a trunk line canal conforming, practically, on the route of the present canal, except that, beginning at Rexford Flats, a few miles below Schenectady, the route is changed so as to avoid what is known as the "Sixteen Locks" at Cohoes. This change decreases the time several hours; it also decreases the cost of annual maintenance as, in place of 16 locks, four locks will be used. In addition the danger from breakages of the 16 old locks is reduced to the chance of injury to the small number of new ones.

The size of the locks will be 328 feet between the quoins; the width will be 28 feet. This permits the locking of two boats 150 feet long by 25 feet beam. The deepening of the canal will be nine feet throughout its entire length except it will be eight feet over mitre-sills and permanent structure. This will permit a style of boat carrying 500 tons.

The Governor's plan is to make no improvements on the feeders, such as Oswego, Seneca, Cayuga, Black River and Champlain, at this time. The expense of lock widening and deepening aggregates ABOUT $28,700,000. This canal would serve all the most thickly populated section of the State.

HOW IT AFFECTS ROCHESTER.

UNDER THE GOVERNOR'S RECOMMENDATIONS THE ROUTE THROUGH ROCHESTER WILL REMAIN AS AT PRESENT AND THE AQUEDUCT WILL NOT BE DISTURBED.

The champions of this bill claim among other things that the completion of this canal would render it possible to make at the southeastern end of Lake Erie, which, of course, includes Buffalo, a ton of iron or steel at a less price than it can be made anywhere in this country. There is today building in expectation of the completion of the proposed canal improvement, a single iron and steel plant which will be in operation in May of this year, at a cost of $20,000,000. This is but the beginning of the iron and steel traffic along the Niagara frontier which will, it is predicted, in ten years grow to enormous proportions. The ability of cities like Rochester, Syracuse, Utica, Schenectady, Troy, Albany and the long line of cities and villages between Buffalo and New York to purchase the products of the iron and steel plants on the Niagara frontier at exceptionally low rates and to move it at a low cost for freight to their respective localities, will aid all existing manufacturers and open the way for a great increase in manufacturing propositions throughout the State.

PAYMENT FOR IMPROVEMENTS.

It has been asked, "Will this proposed bill place the enormous indebtedness of $30,000,000 upon the taxpayers?" Happily a way has been found out of this situation and is another of the recommendations of Governor Odell, and this is it:

At the time that the Canal bill is introduced an amendment to the constitution will also be introduced which will provide for the payment of the bonds issued to carry on the canal improvement out of the special revenues of the State. This removes the oldtime objection of the interests which have sought to prevent canal improvement. Under this amendment it will be unnecessary to raise any direct tax for the canal improvements.

The special revenues of the State are those accruing from the excise, inheritance, corporation and bank tax, and the tax on mortgages, should the Stranahan bill become a law.

OPPOSITION EXPECTED.

Of course, the representatives from the anti-canal counties and many of the farming districts will fight the bill tooth and nail, and the canal men may get to fighting among themselves. For instance, Assemblyman T. D. Lewis of Oswego, a redhot advocate of canals last year, and still a firm believer under other conditions, is not in favor of the new bill. His district does not want the improvement unless the Oswego Canal is included.

The Monroe delegation, when questioned by The Evening Times representative, declined to give their attitude until the bill had been introduced and carefully studied.

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STATE HOSPITAL BILL.

Democratic Opposition to Passage of Measure in Assembly.

Special to The Post Express.

Albany, Jan. 30.—Assemblyman Rogers's bill abolishing the local boards of managers of the state hospitals and centralizing their powers in the State Commission in Lunacy, came up on the order of final passage in the assembly this morning. The bill was bitterly attacked by the minority and a lengthy debate followed.

Mr. Rogers defended the bill and explained its purpose stating that the main object was to give the State Commission in Lunacy power of appointing and removing the superintendents and stewards of the hospitals.

J. E. Smith (Tammany, N. Y.), called the bill a revolutionary change in caring for the state hospitals. He spoke of the great work done by the humanitarians of the state without compensation and which this bill would abolish. He called attention to the fact that the commission would have $5,000,000 to handle annually without giving an accounting, and where unscrupulous men, if they chose to use this money for political purposes, might work untold harm to the insane of the state.

Mr. Durose (Tammany, N. Y.), followed, stating that the bill was a deadly blow to the state hospitals and charitable institutions of the state. He could not regard the bill as otherwise than a measure to permit the governor to grasp the patronage arising from these institutions, so that he can have absolute control of the institutions and increase its powers.

Letter From Sargent.

Frank P. Sargent, grand master of the Brotherhood of Locomotive Firemen, in a letter received yesterday by Secretary Ives, of the Chamber of Commerce, says that he will be in Rochester on the night of February 10th, if possible. He has been asked to address the chamber on "Reciprocity." A convention of locomotive firemen is to be held here February 11th and as Mr. Sargent expected to attend he was asked to come one day earlier and address the chamber.

CHAMBER OF COMMERCE.

Several Additions to the Membership Roll— Treasurer Elected.

Benjamin R. Chase was re-elected treasurer of the Chamber of Commerce yesterday afternoon by the board of trustees of the chamber. With but few breaks, Mr. Chase has held this office since the organization of the chamber. The trustees and the executive committee held a joint meeting at 4:30 o'clock. The following members were elected trustees for one year to fill vacancies: James S. Graham, John N. Beckley, Max Brickner, J. Y. McClintock, Charles T. Chapin and H. F. Atwood.

Reference was made to the monthly meeting of the chamber to be held next Monday night. The meeting will be open to the public and importance is attached to it from the fact that the question, "Can Rochester Manufacturers Secure Water at a Cheaper Rate Than 14 cents per Thousand Gallons?" will be debated by Commissioner of Public Works McClintock, City Engineer Fisher, ex-President H. B. Hathaway, Arthur T. Hagen and Hon. Henry C. Brewster, president of the chamber. Others will also take up the issue, and business men in general are invited to attend the meeting.

Treasurer Chase read his report for the year 1901, which showed the chamber to be in good financial condition. The report was accepted and indorsed. In a letter from ex-Governor Shaw, of Iowa, that was read, the writer acknowledged a letter of congratulation sent to him by the chamber soon after he had been appointed secretary of the treasury by President Roosevelt.

The following individuals and firms were elected members of the chamber: John F. Kinney, No. 208 Ellwanger & Barry building, attorney; William H. Campbell, McCurdy, Norwell & Company, advertising manager; Henry M. Furlong, Nos. 116 and 118 Powers building, commission broker; Power City Realty Company, Nos. 315 and 316 Wilder arcade, real estate; Thomas A. Smythe, No. 411 Berkley building; Genesee Valley Trust Company, Exchange street; S. W. Burley, No. 66 Arcade, publisher; E. H. Stanley, Nos. 15 and 17 Main street west and No. 123 State street, caterer; Henry B. Hart, No. 21 East avenue, real estate; Robert H. Archbold, No. 323 Granite building, manufacturers' representative; J. Y. McClintock, commissioner of public works; Charles S. Gibbs, No. 153 State street, harness, and A. S. Hockwell, No. 46 Elizabeth street, physician.

BUSINESS MEN INVITED.

Chamber of Commerce to Discuss Question of Water Rates.

At the regular meeting of the Chamber of Commerce to-night the subject of water rates will be discussed. It has been argued that the rate of 14 cents per 1,000 gallons, in this city, is too high.

In view of the importance of the subject and general interest in it, Secretary Ives announced to-day that the meeting will be open to all business men regardless of membership in the Chamber of Commerce. A large attendance is desired and a full discussion is expected.

Lunch will be served by Teall.

Rochester
Chamber of Commerce

The regular monthly meeting of the Corporation will take place in ASSEMBLY HALL,

Monday Evening, Feb. 3, 1902,

at eight o'clock.

On which occasion the question "Can Rochester Manufacturers Secure Water at a Cheaper Rate than 14 cents Per Thousand Gallons?" will be debated by:

J. Y. McCLINTOCK, *Com. of Public Works,*
EDWIN A. FISHER, *City Engineer,*
H. B. HATHAWAY, *Ex-President,*
ARTHUR T. HAGEN, Esq.,
HENRY C. BREWSTER, *President,*
and others.

The question is a most important one, and it is hoped that every member of the Chamber will be present. *Will you not make an effort to come?*

After the debate luncheon will be served by Teall.

JOHN M. IVES, *Secretary.*

Rochester, N. Y., February 1, 1902.

ROCHESTER DEMOCRAT AND CHRONICLE.
TUESDAY, FEBRUARY 4, 1902.

QUESTION OF WATER RATES

SUBJECT DISCUSSED BY THE CHAMBER OF COMMERCE.

MR. FISHER'S FIGURES

DESCRIPTION OF ROCHESTER'S WATERWORKS SYSTEM.

MR. McCLINTOCK'S VIEWS

Ex-President Hathaway Contended That it Would be Good Policy to Utilize the Waste at Hemlock Lake by Selling It at a Reasonable Price to Manufacturers—Figures Quoted.

There was a large attendance of Rochester's representative business men and manufacturers at the monthly meeting of the Chamber of Commerce last night. The president, Hon. Henry C. Brewster, presided. The general subject of discussion was the advisability of reducing water rates to manufacturers, with a view to increasing the industrial prosperity of the city.

In opening the meeting President Brewster said that the subject of water rates seemed to be just now a matter of importance, hence it had been made the topic for the regular meeting. He said he understood that water was running over the dam at Hemlock lake, as it was going to waste. Under these circumstances the inquiry whether the manufacturers of Rochester are not paying too much for water was pertinent. Said Mr. Brewster:

"What we want to do is to build up the city of Rochester, and the matter of water rates seems just now to be an important factor in the problem."

The first speaker was Commissioner of Public Works J.Y. McClintock. Mr. McClintock said, in part:

"The cost of water used by manufacturers is one of the important items, and in some cases very important. We know that while the cost of water for the average 200 horse power rooms is low in this city, the price of Hemlock water used in large quantities is higher than in most of the cities. While an average house in Rochester pays $8 per year, the same kind of house in Albany pays $12; in Boston, $18; in Philadelphia, $14; in Syracuse it is $16, and in Providence, $21. Rushed to have to higher in Detroit and Chicago. Among the cities of compar[illegible]

"The price charged for metered water is 14 cents per 1,000 gallons, without relation to the amount used. This is higher than the lowest price charged in each of the thirty largest cities of the country, excepting only Providence and New Orleans. You see, I am willing to make admissions, and want simply to make it understood what we have to contend with. To go further, I will say that our waterworks earned enough in 1901 to pay for maintenance and interest upon the bonds excepting about $15,000; and this year will about pay all of the interest. After next year, when it will be possible to refund $3,182,000 of the bonds bearing 4 per cent. interest with bonds at 3 or 3 1-2 per cent, the property may show a net income of $120,000 or more. This is certainly encouraging, and shows that the burden of taxation is to be lessened.

"When the new system was planned a necessary part of it was an additional distributing reservoir. All who studied the subject were of the same opinion in regard to the necessity of such reservoir. There was some division of opinion as to the necessity of the Holly system, and immediately, when the Mt. Hope reservoir was sufficient to contain four days' supply; but now, on account of the increase of consumption, and when that reservoir is only capable of holding a day and a half's supply, and when it is evident that before the new reservoir can be built the increase will be such that scarcely a day's supply can be retained there, it must be evident to the least observing person that the new reservoir should be commenced at once. That reservoir will cost $250,000 at least.

"This city has now within its power the option as to whether, as it grows into one of the greater cities, it will continue to hold precedent as to the character and abundance of its water supply. Hemlock lake will furnish the purest water in abundance for domestic use for a city four times its present size, and the question of the Genesee river, by means of an enlargement of the existing Holly system, and the building of filter beds, can supply an unlimited quantity of water for manufacture that supplied to almost any of the great cities of the world. When we shall have reached the limit of the yield of Hemlock lake it will be impossible to duplicate that supply, so beautifully suited to the requirements of domestic use.

"It is time for this community to take action. They should take control of all the public utilities and also of the Genesee river. The power of the river should be developed to its maximum capacity, and this should be used for heating, for perhaps heating, and also for pumping a liberal supply for manufacturing and fire purposes, and for operating street cars. The water could be taken from the river at a point above the city, and at a comparatively small cost filtered so as to compare in quality with the supply of most cities, and the Hemlock water be reserved for domestic uses. The balance of the power should be sold at the lowest price to manufacturers, [illegible]

H. B. Hathaway was the next speaker. Mr. Hathaway said he was somewhat familiar with the subject of water rates in Rochester. Said he:

"It seems to me that the question is whether some portion of the expense of the water supply should not be met by taxation, rather than that the effort should be to make the revenues of the system meet all of its expenses. When I came to this city, about thirty years ago, we had wells, and cisterns and had no public water. A company came here and made a show of bringing water from Hemlock lake. The first effort was to float bonds, and some were floated. There was a pretence of building waterworks. Great wooden pipes bound with hoop iron, were carted through the streets and some of them were laid. The reservoir about as large as this room was dug south of the city, and the bonds were floated. They never brought a drop of water to this city, and I doubt if they ever intended to do so. For years business men were called upon to answer questions from Massachusetts and other Eastern states as to when the bonds would be paid.

"For many years I have been identified with the Chamber of Commerce. Our greatest effort has been to increase the city by inducing manufacturers and residents to come to Rochester. When manufacturers talked of coming here they asked after the matter of taxation and above all in regard to the price of water for manufacturing purposes. When we told them that the rate for water to manufacturers was 14 cents per 1,000 gallons, we were told that Buffalo offered them sites, proposed to take stock in the concerns, and furnish water for manufacturing purposes at 3 cents per 1,000 gallons.

"When I was president of the Chamber of Commerce I asked the secretary to obtain the prices charged to manufacturers for water in several cities. Here are some of the figures obtained as the result of that inquiry: In Rochester, from 1876 to 1881, 10 cents; from 1881 to 1890, 3 to 5 cents. In 1890 the rate jumped to 14 cents per 1,000 to manufacturers. The prices to manufacturers in other cities per 1,000 gallons were: Syracuse, lowest, 3 1-2 cents; Columbus, 6 cents; Providence, 20 cents; Pittsburg, lowest, 3 cents; Cincinnati, 3-4 cent; St. Paul, 7 cents; Omaha, 15 cents; Indianapolis, 9 1-2 cents; Detroit, including small users, 1 3-4 cents; Buffalo, 2 cents; Denver, 10 cents; Louisville, 4 1-8 cents; Kansas City, 10 cents; Newark, N. J., 15 cents. These prices against 14 cents in Rochester.

"It seems to me that, for years to come, we have an abundance of water at Hemlock lake. Why not utilize this surplus by selling it at 5 cents per 1,000 gallons? Not to have a manufacturer reduce the amount he is taking, but have him take, say, 25 per cent, more at 5 cents. It may be time to make a change this year, but I hope not. It seems to me that the city could deliver an additional 5,000,000 or 6,000,000 gallons at 5 cents and materially increase the revenue.

"Let us make use of three or four times more water than we are using. If we could give manufacturers cheap water, it would bring about the era of prosperity for which we are wishing. The water is there, the pipes are there and the reservoirs are there. If all that is necessary is to open the gates and let the water come through, why not do so?"

Messrs. Bradley, Loebs and Hagen spoke in the same strain as Mr. Hathaway.

The last speaker was City Engineer Fisher. Mr. Fisher's paper follows in full. It was illustrated with several maps.

I am much pleased with your invitation to participate in this discussion. It must be of interest, however, before entering upon the question of water rates, to give a general description of the waterworks as they now exist. It should be said at the outset that conditions existing here with reference to a water supply are so dissimilar from the conditions existing in the lake cities, for example, that it will always be impossible except by a full development of the water power of the Genesee river for this city to compete in furnishing water for manufacturing purposes with cities that have an unlimited supply at their doors and require simply the addition of more pumping capacity to bring it into use.

General Description of the Works.—Two systems of waterworks are in use. The main system is known as the Hemlock lake, or domestic, system, and the distributing mains cover the entire city. The other system is known as the Holly system, and furnishes water chiefly for fire protection, and incidentally for manufacturing and commercial purposes, where the quality of river water is not an objection.

The Holly system was built in 1873 at an original cost of about $350,000. The pumping plant is located on Brown's race, near Platt street, and has belonging to it five water rights on Brown's race. The machinery consists of four Holly pumps, with an aggregate capacity of about nine million gallons per day. All of these pumps are arranged to be operated by steam power, and two pumps of two-million gallons capacity each, either by steam or water power. The boiler capacity, however, is insufficient to furnish steam for properly operating the plant at a maximum delivery of more than seven million gallons; this amount therefore should be taken as the maximum capacity of the plant. As the primary use of this plant is for fire protection, it is manifestly prudent to keep at least one-half of this whole available power in reserve for this purpose. The use of this plant for other than fire purposes should be so restricted that the maximum rate of three and one-half million gallons per day will not be exceeded. In order to do this it has been found by past experience that the average use of the Holly water should not exceed one and one-half million gallons per day. This is about the present use. For the reasons stated it has been the policy of the water department to refuse to grant or to allow further connections with the Holly system.

There are about nineteen miles of distributing mains, and about 300 fire hydrants connected with this system. The map of the city herein exhibited gives an idea of the portion of the city covered. It will be seen that the system extends almost through the entire business section of the city. The average size of the mains is greater than those of the Hemlock system.

The pressure on the Holly hydrants under ordinary conditions is from 50 to 100 pounds; the pressure at the pump when supplying maximum quantities is about 110 pounds. The advisability of continuing to operate the Holly system has been raised and discussed from time to time since the construction of the domestic system. The arguments advanced for retaining the system may be briefly stated as follows:

The total cost of the original works was about $500,000. For this sum a plant was constructed capable of supplying seven to nine million gallons of water per day, which, at present rates, would yield 10,000 pounds of water for [illegible] of a steam plant, [illegible] [illegible] [illegible]

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Our Water Supply.

The brewing interests of Rochester and some of the large manufacturing establishments are very anxious for a reduction in the rates charged them for water. A meeting of the Chamber of Commerce was held last night and some interesting facts regarding the water supply and the cost of maintenance were brought out. The paper read by Engineer Fisher was especially valuable.

It appears that the quality of water in Rochester is as good as that of any other city in the world; that the rate charged to small consumers is below the average rate in the leading cities of this country, but that the rate charged to large consumers is above the average. It does not follow, however, that there should be a reduction at this time in the rate charged to large consumers. A reduction may be made wisely at some time in the future, but sound municipal financiering would seem to dictate a postponement for a few years.

The cost of the waterworks of Rochester was about $7,400,000 and the city now owes about $6,000,000 of this amount. Though the price charged to large consumers is above the average in other cities, our waterworks do not pay expenses. In 1900 the cost of maintenance was $114,639 and the receipts were $397,442, leaving a deficit of $17,197 to be made up by a levy on the taxable property of the citizens. For twenty-six years previous to 1900, the average amount of the deficit was $123,368.

On January 1, 1903, water bonds to the amount of $3,250,000 will become due. These bonds draw interest at 7 per cent. If they can be refunded at 3 1-2 per cent. and that seems sure enough, the annual saving in interest will be $113,000. At the present rates, therefore, the waterworks will be earning money on and after January 1, 1903, and turning a surplus into the treasury of the city. And so it is argued that even if rates cannot be reduced now, the reduction should be made a year from now. But is this true?

When the new conduit was constructed, a necessary part of the system was an additional distributing reservoir. Mr. McClintock, commissioner of public works, said last night:

All who studied the subject were of the same opinion in regard to the necessity of such reservoir. There was some division of opinion as to the necessity of making the expenditure immediately, when the Mt. Hope reservoir was sufficient to contain four days' supply; but now, on account of the increase of consumption, and when that reservoir is only capable of holding a day and a half's supply, and when it is evident that before the new reservoir can be built the increase will be such that scarcely a day's supply can be retained there, it must be evident to the least observing person that the new reservoir should be commenced at once. That reservoir will cost $350,000 at least.

The people of Rochester use on the average 12,000,000 gallons of water a day, or about two-thirds of the yield of Hemlock lake. Since 1895 the increase in the use of water has averaged 500,000 gallons a year. It is concluded, therefore, that continuing this rate of increase with relation to the increase of population, the total yield of Hemlock lake will be required for domestic purposes by the year 1910, or in about eight years. The average consumption of water in leading cities of the country is 127 gallons per capita per day. Here in Rochester the average is 85 gallons, so it is clear that we are not wasteful in the use of water, and undoubtedly the introduction of meters has largely stopped waste. But if the use of water here had been at the rate of consumption elsewhere, the total yield of Hemlock lake would have been exhausted by this time. We have splendid water, but the supply is not such as justifies us in being reckless in the use of it. During the week ending June 14, 1900, a measurement of the use of water was made by the city authorities at ten-minute intervals. The records show that for considerable periods of time the use equalled an average rate of at least 120 gallons per capita per day, and was at the rate of 20,000,000 gallons a day. The minimum use was about 53 gallons per capita per day, or at the rate of about 8,500,000 gallons a day. From these figures, Engineer Fisher draws the same conclusion that Mr. McClintock drew. He says:

The lesson taught by these records is that a distributing reservoir of sufficient capacity to equalize the draught should be provided. It has already been stated that the total capacity of Mt. Hope reservoir was 23,500,000 gallons. The available capacity for use does not much exceed 15,000,000 gallons, or one day's supply. The capacity of Rush reservoir, as a storage, does not exceed for practical use four days' supply. It will be seen, therefore, that in order to provide for the immediate future of the system additional storage capacity is required.

On January 1, 1903, the water works will be more than self-supporting. Shall we then reduce the rates to large consumers, or shall we use the surplus earnings in the construction of an additional reservoir? We think the wisest course would be to construct the necessary reservoir first and reduce the rate afterwards.

NO ARMY POSTS NEAR CITIES

Washington, Feb. 5.—The army post board, which has been in session in Washington intermittently since Nov 25 last, has concluded its labors and adjourned sine die.

The board was charged with the preparation of a scheme for the location and distribution of military posts, including the abandonment of existing posts which are now useless from a modern military point of view, and the planting of new posts on strategic points. It also was to locate the four great camps for the training of soldiers of the regular army and their co-operative drill with the militia. These things have been done and the board's report is now before Secretary Root, who will send it to congress.

The report has not yet been made public. It is understood that there has been a considerable divergence of views among members of the board as to the location of new posts. Lieutenant-General Miles, the president of the board, has taken a strong position against the location of new posts in the vicinity of great cities, on the ground that it can only be construed as intended to menace organized labor, and he has gone so far as to enter a formal protest with Secretary Root against such locations.

PRINCE HENRY'S VISIT

CHAMBER OF COMMERCE IS AWAITING MAYOR'S ACTION.

Grand Master Sargent, B. L. F., Will Address Chamber Monday Night on "Arbitration" — Legislative Committee Meeting To-morrow.

The legislative committee of the Chamber of Commerce will meet at 4:30 o'clock to-morrow afternoon. Secretary Ives said to-day that he has received a telegram from Grand Master Sargent of the Brotherhood of Locomotive Firemen, definitely accepting the invitation of the chamber to speak before it next Monday night on the subject of "Arbitration."

Mr. Sargent holds his present position since 1885. He was offered a place on the Industrial commission appointed by President McKinley, but at the earnest request of the brotherhood he declined it. Report now says that President Roosevelt has offered Mr. Sargent the position of superintendent of Ellis Island.

No action has yet been taken by the chamber relative to the forthcoming visit of Prince Henry of Prussia. As the matter is a civic affair the chamber will take no steps until a conference is had with the mayor, when it is expected that a committee will be appointed from its body to act in conjunction with a committee appointed from the Common Council. Secretary Ives has written to several cities on Prince Henry's itinerary in order to learn how they propose to greet their royal visitor, so that Rochester may not follow the same methods.

BANQUET PROGRAMME.

Order of Exercises at Society of the Genesee Banquet.

The order of exercises preceding the speeches at the dinner of the Society of the Genesee at the Waldorf-Astoria on Saturday evening is as follows: Prayer, Father William C. Ifelily, formerly of Rochester; report of nominating committee by Dr. Munn, chairman; election of officers; song by Theodore Arnheiter; reading letters of regret by Chairman Whitney of the dinner committee; song by Messrs. Dudley and Barrow, of the "Message from Mars" company; song by Theodore Arnheiter; song by Messrs. Dudley and Barrow.

Following is a list of the speakers in their order:

President Job B. Hedges; William E. Werner, Associate Judge, Court of Appeals; John G. Milburn, Buffalo, president New York State Bar Association; William B. Homblower, New York, president New York State Bar Association, 1901; David J. Hill, First Assistant Secretary of State and former president of the University of Rochester; Adolph J. Rodenbeck, Mayor of Rochester; W. F. Balkham, Rochester; J. H. Canfield, Columbia University; George Raines, Rochester.

NAMES OF LOCAL GUESTS.

Sixty Persons Who Will Attend Judge Werner's Banquet in New York.

Preparations have been practically completed for the banquet to be tendered by the Society of the Genesee to Judge William E. Werner, of the Court of Appeals, in the Waldorf-Astoria hotel in New York, Saturday night.

After the prandial exercise, this programme of events will take place, preceding the speeches: Prayer, Father William C. Reilly, formerly of Rochester; report of nominating committee by Dr. Munn, chairman; election of officers; song by Theodore Arnheiter; reading letters of regret by Chairman Whitney of the dinner committee; song by Messrs. Dudley and Barrow, of the "Message from Mars" company; song by Theodore Arnheiter; song by Messrs. Dudley and Barrow.

A delegation of at least sixty people from this city will leave to-morrow morning for the metropolis. They will go in a parlor car over the Central railroad. Quite a number left on trains today. The list of those going to-morrow is as follows:

Mayor Adolph J. Rodenbeck, George Raines, William F. Balkam, J. Miller Kelly, Marcus H. Van Bergh, F. A. Stecher, C. C. Werner, Thomas F. Gilroy, jr., John A. Davis, Joseph A. Crane, Charles Goetzmann. James L. Hotchkiss, John B. Hamilton, John F. Kinney, A. G. Wright, John W. Hannan, Jacob Gerling, C. E. Stinson, H. F. Atwood, George W. Aldridge, Charles R. Barnes, C. A. Watkyns, Frederick Wurtz, Frederick W. Bickford, F. J. Woodworth, F. C. Cutting, George F. Roth, Colonel Henry S. Redman, Colonel N. P. Pond, Charles L. Hunt, Henry Barnard, Sol Wile, Horace McGuire, H. B. Hathaway, Colonel James S. Graham, Edward A. Stahlbrodt, F. C. Cole, Dr. H. R. Nerleton, Dr. J. M. Buchanan, Ralph T. Olcott, Adolph C. Stahlbrodt, Max Holtz, Philip Present, Simeon Wile, A. L. Holtz, William Rauch, M. Kondolf, J. Harvey Coxon, Cox, George Rau, R. A. Badger, T. B. Dunn, William H. Smith, John S. Rauber, Andrew Bown, Houston Barnard, Charles H. Babcock, Charles H. Rowe.

Valuable Trade Lists.

A valuable acquisition to the library of the Chamber of Commerce has just been received in the form of "Continuous Trade Lists," sent to the chamber by the Philadelphia Commercial Museum. The lists contain reports of the trade of the entire world and are issued in sections, one country at a time. Subsequent sections will be sent as issued. Valuable information is contained in the lists, as well as maps. The members of the Chamber of Commerce are invited to make use of them.

Sargent Will Come.

Grand Master Sargent, of the Brotherhood of Locomotive Firemen, has definitely accepted Secretary Ives's invitation to address the Chamber of Commerce next Monday night on "Arbitration."

NEW ARMY POSTS.

Gen. Miles Strongly Opposed To Locating Them Near Cities — The Military Board Adjourned.

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Lieutenant-General Miles, the president of the board, has taken a strong position against the location of new posts in the vicinity of great cities on the ground that it can only be construed as intended to menace organized labor, and he has gone so far as to enter a formal protest with Secretary Root against such locations.

Chamber of Commerce

On the evening of

Monday, February 10, 1902, at 8 O'Clock,

HON. FRANK P. SARGENT,

Grand Master of the Brotherhood of Locomotive Firemen of the United States, will, on invitation, address the members of the Corporation and their families on the subject of

ARBITRATION

Mr. Sargent has for seventeen years been Grand Master of the B. L. of L. F., with honor to himself and his constituents.

He was requested by President McKinley to be a Commissioner when Congress established the Industrial Commission and has recently been tendered the position of Superintendent of Ellis Island, New York, by President Roosevelt. Mr. Sargent has prevented many strikes and is a fair and able man.

It is seldom the opportunity is presented to listen to an address on a great and living question from a man with the experience and ability of Mr. Sargent, and it is hoped that Assembly Hall will be filled on the evening of Monday, February 10th.

John M. Ives
Secretary.

Rochester, N. Y., February 8th, 1902.

PRINCE HENRY'S TOUR.

Complete Itinerary of His Travels in This Country.

WASHINGTON, Jan. 31.—The corrected itinerary of Prince Henry's American tour was arranged to-day by the German embassy and the Reception Committee. In addition to visits to Washington and New York the Prince will go to Annapolis, Md.; Pittsburg, Columbus, Cincinnati, Chattanooga, Lookout Mountain, Nashville, Louisville, Indianapolis, St. Louis, Chicago, Milwaukee, Buffalo, Niagara Falls, Rochester, Syracuse, Boston, Albany, West Point and Philadelphia.

Prince Henry's New York programme for his first visit there has been announced. His second visit to the city will extend from the evening of Friday, March 7, until Monday morning, March 10, when he will go to Philadelphia for the day. Returning to New York that evening, he will spend the night there and sail for Germany on March 11.

This is the complete itinerary:

Sunday, Feb. 23 (via Pennsylvania Railroad)—Leave New York, special ferry from Twenty-third street (Eastern time), 12 midnight. Train to be in position for occupancy at Jersey City at 10 P. M. Saturday.

Monday, Feb. 24—Leave Jersey City 1 A. M., arrive Baltimore 9 A. M., stop twenty minutes. Leave Baltimore 9:20 A. M.; arrive Washington 10:20 A. M. Day and evening in Washington. Train to be in position for occupancy at 10 P. M. (via Pennsylvania Railroad.) Leave Washington 12 midnight.

Tuesday, Feb. 25—Arrive at Jersey City 7 A. M. Breakfast on train. By special steamer leave Jersey City; 8 A. M. Arrive Shooter's Island, 10 A. M. Launch at 10:30 A. M. Leave Shooter's Island by special steamer after launching ceremonies. Tuesday evening and Wednesday in New York.

Wednesday, Feb. 26—Via Pennsylvania Railroad: Leave New York, special ferry from Twenty-third street, 12 midnight. Train to be in position for occupancy at Jersey City at 10 P. M. Tuesday.

Thursday, Feb. 27—Arrive Jersey City 1:30 A. M. Arrive Washington 9 A. M. Thursday in Washington.

Friday, Feb. 28—Leave Washington 9:10 A. M. Arrive Annapolis 10:30 A. M. Visit to Naval Academy and luncheon. Leave Annapolis 2 P. M. Arrive Washington 4 P. M.

Saturday, March 1.—Via Pennsylvania Railroad: Leave Washington, 12:30 P. M. Train to be in position for occupancy at 10 P. M. Friday. Across the Alleghany Mountains and through Johnstown by daylight. Arrive Pittsburg (Eastern time), 11:30 A. M.; Central time, 10:30 A. M. Stop ten minutes. Via Pennsylvania lines: Leave Pittsburg (Central time), 10:40 A. M. Arrive Columbus, 1:40 P. M. Leave Columbus, 4:50 P. M. Arrive Cincinnati, 8 P. M. Stop twenty minutes. Via Queen and Crescent route. Leave Cincinnati, 8:20 P. M.

Sunday, March 2 — Arrive Chattanooga 7 A. M., three hours and thirty minutes for trip to Lookout Mountain. Via Nashville, Chattanooga and St. Louis railways: Leave Chattanooga, 1:30 A. M. Arrive Nashville 2:30 P. M. Stop fifteen minutes. Via Louisville and Nashville Railroad: Leave Nashville, 2:45 P. M. Arrive Louisville 7:45 P. M. Stop ten minutes. Via Pennsylvania lines: Leave Louisville, 7:55 P. M. Arrive Indianapolis 10:35 P. M. Stop twenty minutes. Leave Indianapolis 11:15 P. M.

Monday, March 3—Arrive St. Louis 7 A. M. Four hours in St. Louis. Train to remain conveniently located during stay. Via Chicago and Alton Railway. Leave St. Louis 11 A. M. Arrive Chicago 6:30 P. M. Monday evening and Tuesday morning in Chicago. Train to be conveniently located during stay.

Tuesday, March 4—Via Chicago, Milwaukee and St. Paul Railway, leave Chicago 2 P. M., arrive Milwaukee 4 P. M.; train to be conveniently located during stay; leave Milwaukee 10 P. M.

Wednesday, March 5—Arrive Chicago 12:01 A. M., via Lake Shore and Michigan Southern Railroad; leave Chicago 12:30 A. M.; arrive Buffalo (Central time) 1:45 P. M., (Eastern time) 2:45 P. M.; stop fifteen minutes; via New York Central Railroad; leave Buffalo (Eastern time) 3 P. M., arrive Niagara Falls 3:45 P. M.; two hours and fifteen minutes at Niagara Falls; train to be conveniently located during stay. New York Central (via Lockport); leave Niagara Falls 6 P. M.; arrive Rochester 8:30 P. M.; stop twenty minutes; leave Rochester 8:35 P. M.; arrive Syracuse 10:25 P. M.; stop ten minutes; leave Syracuse 10:35 P. M.

Thursday, March 6—Via Boston and Albany Railroad, arrive Boston 10 A. M.; day and evening in Boston. Train to be conveniently located during stay.

Friday, March 7—Via Boston and Albany Railroad, leave Boston 2 A. M., arrive Albany 8:30 A. M.; stop two hours. Via West Shore Railroad, leave Albany 10:30 A. M.; arrive West Point 2 P. M., stop two hours; leave West Point 4 P. M., arrive New York 5:45 P. M., special ferry from Weehawken.

Saturday and Sunday in New York.

Monday, March 10—Via Pennsylvania Railroad, leave New York, special ferry from Twenty-third street, 8 A. M., arrive Philadelphia, Broad street station, 10:20 A. M.; five hours and ten minutes in Philadelphia; leave Philadelphia 3:30 P. M., arrive New York, special ferry to Twenty-third street, 5:20 P. M.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

ANNUAL DINNER OF SOCIETY OF GENESEE A BRILLIANT EVENT

DESERVED HONOR TO HON. WILLIAM E. WERNER

Toasts Responded to by the Justice, Mayor Rodenbeck and Others--Waldorf-Astoria the Scene of a Feast of Wit and Reason.

The Times Feb. 9, 1902

The fourth annual election and banquet of the Society of the Genesee was held at the Waldorf-Astoria, New York City, Saturday evening last, and was an enjoyable feast. The banquet was made the occasion of a special tribute to Justice William E. Werner of this city, who was recently elevated to the Court of Appeals. The ladies were present in the galleries, 42 boxes being filled with the fair sex. The diners numbered 325. This number is the largest on record of a purely home assemblage gathered outside of Rochester. Before the banquet the following officers were elected for the ensuing year:

President, Seth S. Terry; First Vice President, Dr. A. H. Doty; Second Vice President, Dr. W. W. Walker; Secretary, Joseph Wormsley; Treasurer, E. S. Marvin; Historian, Dr. J. B. Culver; Chaplain, Dr. W. C. Reilly; Board of Governors, Rossiter Johnson, Marvin W. Winne, Louis Wiley, Hon. William Rumsey, Job Hedges, J. B. VanEvery, Dr. S. M. Brickner.

The programme was as follows:

Prayer by Father William C. Reilly, formerly of Rochester; call for report of nominating committee by Dr. Munn, Chairman; election; song, by Theodore Arnheiter; reading of letters of regret by Chairman Whitney of Dinner Committee; songs by Messrs. Dudley and Barrow of the 'Message From Mars' Company; reading of George Moss' poem by Richard T. Greene; song, by Theodore Arnheiter; song, by Messrs. Dudley and Palmer; songs, by Genesee Society Quartette.

At the Table of Honor.

At the guest table were seated the following prominent personages: Rev. William C. Reilly, chaplain; James Fitzgerald, Justice Supreme Court; William N. Cohen, ex-Justice Supreme Court; George W. Aldridge, Rochester; H. B. Hathaway, Rochester Chamber of Commerce; Dr. A. H. Doty, First Vice President-elect; George H. Daniels, President Sphinx Club; W. C. Bryant, President New York Press Club; John W. Vrooman, Holland Society; Henry L. Stoddard; Dr. W. W. Walker, Second Vice President-elect; John Rossiter, ex-President; William P. Hornblower, President State Bar Association for 1901; Seth Sprague Terry, President-elect; William E. Werner, Associate Judge Court of Appeals; Job E. Hedges, President; John G. Milburn, President State Bar Association, 1902; Louis Wiley, ex-President; Justice Morgan J. O'Brien, Appellate Division, First Department; J. Edward Simmons; John F. Parsons, President Bar Association of New York; W. W. Goodrich, Presiding Justice, Appellate Division, Second Department; Justice E. W. Hatch, Appellate Division, First Department; Dr. John B. Calvert, Historian-elect; J. H. Canfield Columbia University; Hon. Ashbel P. Fitch, President Franklin County Society; Adolph J. Rodenbeck, Mayor of Rochester; Bird S. Coler, ex-Comptroller; Louis Stern, President Albany Society; Thomas H. Bartindale, President Canadian Society; William F. Balkam, Rochester; Alfred Steckler, Justice Supreme Court; Frank H. Platt; William J. Morgan, Secretary to Mayor Low; Leonard A. Giegerich, Justice Supreme Court.

Judge Werner's Speech.

Judge Werner was the first speaker. He said:

"Mr. Toastmaster, ladies and gentlemen: Our vegetarian friends tell us that a man may live for a hundred years on vegetables and cold water. That may be true, but such an occasion as this naturally suggests the question: Is it worth while?

"I am ready to answer the question. At this moment I have decided convictions upon the subject. Truth compels me to admit that I had rather revel at the banquet and be choked for a single evening than to preside in the court of the last resort and live a thousand years.

"An observant genius recently remarked that Richard Harding Davis would have to attend the coronation, for without him the occasion would not be properly described for posterity. We may miss Mr. Davis tonight, but he is not indispensable, for we have Hedges, and when posterity regains consciousness she will know exactly what we have done for her.

"Then there is Wiley, the founder, official romancer and all around everything of this society, who, before the evening is over, will modestly tell us what he expects posterity to do for him and, quite incidentally, we will learn that the circulation of the New York Times will again double to-morrow.

"As for me I shall be strongly inclined to let posterity shift for itself, if some kind wave of good fortune will only carry me safely through the next few minutes. I am nearly as indifferent about the future as the young man in Chicago who stood on a street corner contentedly smoking a cigar. He was approached by a benevolent looking old man who asked him how many cigars he smoked a day. 'Three,' said the young man. 'And how much do you pay for them?' continued the inquisitor. 'Ten cents each,' was the answer. 'And you know, sir,' said the old man, 'that if you would stop smoking and save up that money until you are as old as I am, you might own that big building on the opposite corner?' 'Do you own it?' asked the smoker. 'No I don't,' replied the old man, 'Well, sir,' said the young fellow, 'I do.' When a man is credibly informed that he owns the earth and the fulness thereof, why should he worry about the future?

"The fly in the ointment is the immediate present. I must talk. I cannot talk about myself and I see by the toast list that I am barred from talking about anything else. My predicament is like that of the young minister who was visiting a Sunday-school and was unexpectedly called upon to make a few remarks. As he arose he said: 'Now children, what shall I talk about?' A chubby little fellow in the front row, who had just successfully delivered himself of the golden text, yelled out 'What do you know, Mister.'

"I don't want this story to give you the impression that my presence here to-night is wholly unexpected. On the contrary I am willing to admit that it is the outcome of a long and diplomatic correspondence, which finally resulted in my receiving a definite, and as I am informed and believe, a bona fide invitation. The matter was first referred to by Wiley in a letter about two years ago, in which he stated that it was his turn to be president and Hedges's trick on the grievance committee. He added that he wanted to make his administration a success, but it has not been fully decided whether his annual dinner would be military, judicial or non-partisan, and would kindly be considered in vagueness for anything that might happen. Well, I did kindly hold myself in readiness, but nothing happened except a military dinner at which I was ineligible for first place on account of a lack of qualifications.

"Later on I received the welcome news that Wiley and Hedges had swapped places and that the latter would be the nominal president for the ensuing year. I hastened to wire Wiley my congratulations upon the recognition accorded to a noble and peace-loving profession. The message was evidently shown to Hedges for he at once came forward with an invitation that was unconditionally and promptly accepted, for fear that the clergy, or some other enterprising profession, should again supplant the meek and long suffering judiciary.

"My existence was somewhat similar to that of the Buffalo girl who had been courted three years without the sign of a proposal. Finally, while the bashful suitor was visiting New York, he decided to propose by mail. That evening he sent the fateful letter and, for a few hours, he was the happiest man in the city. Then he began to doubt the wisdom of his course and wondered how his letter would be received. That night he slept but little. He thought all sorts of things and vainly wished he could intercept the letter before it reached the girl. A breakfast the next morning he had an inspiration. Rushing to a telegraph office he seized a blank and penned the following message: 'Mailed you wrong letter yesterday. Please do not open and deliver to me on my arrival.' After that he breathed more freely and he was not quite sure that he had acted wisely. Upon returning to his office in the afternoon he found a telegram from the girl which read as follows: 'No mistake, you mailed right letter. It was about time.'

Predominance of Lawyers.

"Those of you who believe in an untrammeled judiciary and the constitutionally restricted freedom of speech will undoubtedly regret with me the overwhelming predominance of lawyers on the toast list. Unfortunately for the rest of us they are all men who have acquired reputation for ability to befog courts and hypnotize juries and our only hope is to combine against them. They will talk about the greatness of the bar, of the bar of Western New York and of the bar of Rochester until some of the lawyers present will feel like the fellow who had been tried for horse stealing and acquitted. An old acquaintance stepped up and after congratulating him said, 'Now, that the danger is passed. Tell me, honor bright, didn't you steal that horse?' 'Well,' said Jim, 'I thought all along I took that horse, but since I've heard George Raines's speech I don't believe I did.'

"To this small and brave but misguided minority of speakers who do not belong to any bar and who have been lured hither by promises of perfect equality and fair treatment, we—that is all of us except the lawyers—extend our profound sympathy. They must feel as crowded as the man in the tenement house which was being inspected under the direction of the board of health. The inspector entered the eight by ten room and found it divided by chalk lines into squares so as to mark out a quarter section for each of the four families then occupying the room. 'How do you get anything here?' inquired the inspector. 'Very well, sir,' was the reply. 'Only the man in the furthest corner keeps boarders.'

"And now, Mr. Toastmaster and gentlemen, permit me to turn from the passing jest to the earnest and predominating thoughts of my mind.

"I bring you, you, men of New York and members of the Society of the Genesee, for this magnificent welcome and the genuine hospitality which underlies it. I thank you, my friends and brothers of Rochester and Western New York, for the generous good fellowship which has brought you from the comfort of your distant firesides, to this cosmopolitan hearthstone, to join with our brethren of New York in extending to me this princely greeting. As I look about me into these kindly responsive faces I feel that I am among my friends. Not alone the friends of to-day and yesterday, but the friends who started with me in the morning of life and to whom I was indebted for first place on account of a lack of qualifications.

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"But there must be something more than men and women brought together within the confines of municipal boundaries, no matter how intelligent they may be, no matter how sturdy and upright, to constitute a city in its true sense. The population may be ever so great, the area may be ever so large and yet there may be no city in its full meaning. Its parks may be filled with flowers that load the air with perfume; its buildings may stretch themselves skyward until they touch the clouds; Raphael and Michael Angelo may speak from the walls of its galleries; Shakespeare and Milton, Schiller and Goethe may whisper from the shelves in its libraries; Wagner and Beethoven may fill the air with their immortal symphonies, and yet there may be no teal city.

"The true city is not made up of these things alone, nor of clean streets and every adequate provision of gas and ashes and [illegible] highways and [illegible] fragmentation. The [illegible] is one where all these things are present, but where there is also present a community desire to advance the interests of all the people; the poorest as well as the richest; the weakest as well as the strongest. These things do not constitute a city, but the people themselves constitute the city, and the best city is the one where the people are happy and contented, and independent, where charity is rare because unnecessary, and where crimes are scarce because of want of temptation.

"Every municipality as a unit has a body to be developed, a mind to be cultivated, a moral nature to be improved, and an artistic sense to be satisfied. A city, in the exercise of its fullest functions must take notice of this composite man, made up of individuals great and small, educated and uneducated, good and bad, rich and poor, within its borders. A city as a city has to do with all the people within its borders; not with any particular individual or class of men. A city as a city has to do with all the interests of the city; not with any particular interest or combination of interests. It is the function of the city to see that the rights of all are subserved. It is the duty of the city to see that privileges are equally enjoyed. It is the purpose of the city to see that obligations are equally enforced.

"This is the ideal city. But there must be an ideal toward which the municipality is striving, or there can be no genuine progress any more than there can be progress in the case of the individual without an ideal, and to attain lasting results, that ideal must be one which will benefit the entire community and not merely a few. With a concentrated purpose and a high ideal, the city becomes an agent for good in the community as powerful as the church. Ideals cannot be realized at once. Most often they are never fully realized. Civilization has been laboring for the betterment of mankind for centuries, and still its work has but begun. The church has been working ages upon ages, and yet its full task has not been accomplished. It has not been accomplished.

"Enough. If we have lofty ideals toward which we are striving, and which, if stubbornly and impartially persisted in will mean permanent good for all the people. When we have developed in the minds of the people a conscious ideal looking toward the elevation and betterment of all the people; when we shall have riveted public attention upon this ideal, then we may expect the correction of many of the ills now so prominent in the government of our cities, and the attainment of a form of government more generally in the interests of all the people.

"My toast? The City of Rochester! May she be the first to realize this ideal! We love the valley of the Genesee! Why should we not! It is our home! Our hearts will ever turn to thee—thou fairest of the Genesee!"

"Such is the patriot's boast, where'er we roam,
His first, best country, ever is at home."

Poem For the Occasion.

The following poem, written by George Moss, former secretary of the Rochester Chamber of Commerce, was read by Richard T. Greene, in the absence of Mr. Moss:

"There is not in the wide world a valley so sweet
As that vale in whose bosom the bright waters meet;
Of Avoca sang Moore; yet how fonder could he
Have recounted the charms of our own Genesee.

From her source in the hills to Ontario's side—
Now leisurely winding, now leaping in pride—
Her music is soft like the tune of a shower;
She hails not—and, failing, but rises in power.

You, her sons, have gone forth to find fortune and fame
Where the city and sea are in happy acclaim,
Where the gateway of commerce swings wide as its wave—
The New World's metropolis, the Old World's amaze.

If contented your lot, then twice happy are we
Who remain in the realm of the fair Genesee,
Since to pleasures of home-life are added the
Which prevail in our hearts at success of the
"boys."

As the shepherd's concern for the lamb straying
Is still deeper than that for the flock at his side
So we at the old home account that day cold
Which from you brings no tidings of cheer to the fold.

I conclude with a toast to Judge Werner, your guest—
(All our judges are good, but we send you the best);
He decketh the ermine, that regalia of awe,
Who is prince of good fellows while master of law.

Mr. Wiley's Address.

Louis F. Wiley, in the absence of Hon. David J. Hill, spoke concerning the society and its gratification in being able to honor Judge Werner. Mr. Wiley said in part:

"Ladies and Gentlemen of Rochester and New York and Mr. President: I hope Mr. Terry, the newly-elected president of the society, in taking up his duties will hold before him as a model the excellent administration and the high ideals of Mr. Hedges's immediate predecessor. That a nominating committee appointed by President Hedges has had the independence and the courage to retire him to private life deserves more than passing notice.

"I am really sorry that Mr. Hedges has proven unsatisfactory as your president. Personally, I am very fond of him, and I would have preferred his retention in office for at least another term. I am forced, however, to express my hearty approval of the wise report of the nominating committee and of your own unanimous action. Drastic steps were necessary, and we who have the real interest of the society at heart have not flinched from the performance of a plain and painful duty.

I am not presumptuous enough to undertake the place of Dr. Hill on the toast list. Author, educator, diplomat, David J. Hill has won a commanding place in the regard of his countrymen and has reflected great credit upon the Society of the Genesee. During the illness of Secretary of State Hay he was in charge of the foreign affairs of the country, and he has acquitted himself to the honor of the administration of Presidents McKinley and Roosevelt. He is a source of real respect to all of us that

H. Hill, because of the pressure of official duties, cannot be here to-night, as he had fully expected to be.

"I came here to dine, not to speak. I am somewhat in the position of the angler who fell into the water. His rescuer inquired: 'How did you come to fall overboard?' 'I didn't come to fall overboard,' he answered, 'I came to fish.' Especially was it my resolve not to speak, when I beheld at this table, and at other tables, some of the leading men of the country.

"There is a fittingly large representation of the bench and bar here to-night. Lawyers are always ready to speak, and they generally speak well. My feelings on coming into the room were similar to those of Daniel, who when he entered the den of lions remarked: 'I won't have to do the after-dinner speaking here.'

"To-night we sit at the feet of the judiciary—a department of the government, the purity and stability of which are far more important to the success of our institutions than is the army. We celebrate the elevation to the highest court of the state of another fellow member. In the character and scholarship of the men who have sat on its bench and in its important contributions to jurisprudence, the court of appeals of the state of New York has taken rank with the courts of all the world. We rejoice that one of our own number has taken a place in this exalted tribunal. I hope I may be pardoned for expressing here my appreciation of the friendship of William E. Werner—a friendship which began when I was a boy, and which has grown with the years. I dread to think of the future.

"I have had the satisfaction of watching Judge Werner's progress from clerk of the municipal courts to special county judge; to county judge to justice of the supreme court, to associate judge of the court of appeals. I am in favor of enlarging the membership of the supreme court of the United States.

"I recall that when Judge Werner was a candidate for the county judgeship large placards were displayed on the billboards of the city of Rochester, exhorting the people to vote for him. It was in the theatrical season, and the bill posters placed on one board the name William E. Werner and under it the title of the well-known play, 'A Legal Wreck.' Another sign curiously enough read, 'Drink Werner's Half Pints.'

"The delightful poem which George Moss has contributed to the pleasure of this evening includes in a single short sentence the secret of Judge Werner's gratifying success: 'Prince of good fellows while master of law.' A thorough student of the law and a just and fearless judge, he has always been courteous, obliging and accessible to all men. Austerity has never been a part of his demeanor on or off the bench. Gratifying, indeed, are the tributes to his worth of the president of the United States and the governor of the state, and of other notable men. I know they are indorsed by all his friends here assembled, and by the members of the bar and citizens generally. The Society of the Genesee is proud of him."

Hon. George Raines spoke briefly. He referred to the affection of the bar of Western New York for Judge Werner, extolled his character, justice, ability and legal attainments.

Letters of Regret.

These letters of regret were read:

"I am extremely sorry not to be able to attend the dinner to be given by the Society of the Genesee on Saturday evening, February 8, 1902, in honor of Judge William B. Werner, whom I warmly esteem.

"Judge Werner hardly needs any assurance of my cordial personal regard or of my high opinion of his ability, but I wish you would on this occasion present to him my heartiest congratulations.

"I thank you and the members of your society for your kind invitation.

"Faithfully yours,
(Signed) THEODORE ROOSEVELT.

"As I advised you recently, it was my earnest wish that I might be able to attend the dinner of the Society of the Genesee. That I now find it impossible to do so, is a source of very great regret.

"I desire, however, to take this opportunity to say to the members of the Society of the Genesee, that none of them can accord to Judge William B. Werner greater honor, and greater respect than I. When a man has accomplished as much in a lifetime as Judge Werner has already during his career; when he has by the force of pure merit and native ability, worked his way up the rounds of the ladder of his profession until he has reached the very top, then that man should command the admiration of all who know him. You gentlemen are his personal friends, his fellow townsmen. Your acquaintance with him has probably been longer than mine, but I know you cannot esteem his personal friendship higher than I do; and it can give none of you more pleasure to testify to his worth, than I take in writing this letter. Very truly yours,
(Signed) B. B. ODELL, JR.

"I wrote the other day to the dinner committee saying I did not think it would be possible for me to attend the dinner on the 8th of February. I expect to be called to Rochester the week before, and if so, I cannot get away from Washington on the week of February 8th. I should like very much to be at the dinner and show my regard for Judge Werner, but I fear I can only be present in spirit.

"Very truly yours,
(Signed) JAMES BRECK PERKINS.

"It is with regret that I find myself compelled to decline the invitation of the Society of the Genesee to attend its fourth annual banquet at the Waldorf-Astoria on the evening of February 8th, next.

"The honored guest of the occasion is a friend of mine for whom, personally, I entertain a high regard and whose success in public life has excited my warmest admiration.

"In according to Judge Werner the distinguished honor which your society proposes, you simply display a proper appreciation of one who, by diligence, industry and character has won for himself a position of great dignity and usefulness, the [illegible] which [illegible] discharged

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restory to his constituents. Trusting ... even greater honors await him, I ... cordial good wishes for the success ... banquet.

Yours most truly,
(Signed) WILLIAM N. ADAMS.

Letters of regret were also received from the following:

Melville W. Fuller, chief justice United States supreme court; Justice Rufus W. Peckham, United States supreme court; Chief Judge Alton B. Parker, court of appeals; Mayor Seth Low; Morris K. Jesup, president of the Chamber of Commerce of New York; Joseph C. Hendrix, president of the National Bank of Commerce; Robert A. Granniss, vice-president of the Mutual Life Insurance Company; St. Clair McKelway, editor of the Brooklyn Eagle; Carl Schurz; John A. Sleicher, editor of Frank Leslie's Weekly; Mrs. Sampson, for Admiral Sampson; James B. Reynolds; C. E. Dawson; ex-Posimaster-General Smith; Judge C. R. Van Brunt; C. L. Rives; Thomas B. Read; George B. Cortelyou; Henry E. Newland; Bishop Potter; James M. Beck; Whitelaw Reid; Edward M. Shepard.

Some Who Were Present.

The dinner was more notable and attractive than any before and the attendance was the largest in the history of the society. Among those from Rochester who were present were: Mayor Adolph Rodenbeck, George Eastman, George W. Aldridge, Henry B. Hathaway and Charles J. Brown, both ex-presidents of the Chamber of Commerce, Emil Kuichling, H. W. Chuck, Judge John F. Kinney, George F. Roth, Charles W. Weis, C. E. Worthman, John B. Hamilton, Charles A. Brown, Henry S. Cohn, Ludwig Stein, Edward A. Stahlbrodt, Hon. Merton E. Lewis, Adolph C. Stahlbrodt, Thomas J. Murphy, County Clerk Charles L. Hunt, Henry Barnard, John A. Davis, Christopher C. Werner, William P. Balkam, George Raines, Alderman J. Miller Kelly, Frank A. Stecher, Marcus H. Van Bergh, George Moss, Charles R. Barnes, Horace McGuire, C. E. Stinson, Ralph T. Olcott, Thomas F. Gilroy, Jr., Joseph A. Crane, Charles Goetzmann, James L. Hotchkiss, A. G. Wright, John W. Hannan, Jacob Gerling, H. F. Atwood, Charles R. Barnes, C. A. Watkyns, Frederick Wuetz, Frederick W. Bickford, F. J. Woodworth, P. C. Cutting, George F. Roth, Colonel Henry S. Redman, Colonel N. P. Pond, Sol Wile, Colonel James S. Graham, F. C. Cole, Dr. H. R. Nettleton, Dr. J. M. Buchanan, Max Holtz, Philip Present, Simeon Wile, A. L. Holtz, William Bausch, M. Kondolf, J. M. Ives, G. Clayton Cox, R. A. Badger, T. B. Dunn, William H. Smith, John S. Rayober, Andrew Bown, Houston Barnard, Charles H. Babcock, Charles H. Rowe.

GRAND MASTER WILL SPEAK

Democrat & Chronicle Feb 10/02

Frank P. Sargent Will Address Chamber of Commerce on "Arbitration" To-Night.

Frank P. Sargent, grand master of the Brotherhood of Locomotive Firemen, will speak before the Chamber of Commerce this evening. His subject will be "Arbitration." Members of the chamber are invited to bring their families.

Mr. Sargent has held his present office in the brotherhood for seventeen years and is one of the most noted labor leaders of the United States. He was offered a place as industrial commissioner by the late President McKinley when the industrial comission was established and was recently tendered the position of superintendent of Ellis Island by President Roosevelt.

AN EARLY RESORT TO ARBITRATION ADVISED

Grand-Master Sargent's Plea for Amicable Settlements.

Democrat & Chronicle Feb 11/02

BROTHERHOOD'S OBJECT

Arguments of Leader of Locomotive Firemen for Organization of Both Labor and Capital and Better Understanding Between the Two.

An audience that included several ladies assembled at the rooms of the Chamber of Commerce last evening to listen to an address on "Arbitration" by Frank P. Sargent, grand master of the National Brotherhood of Locomotive Firemen. Mr. Sargent was introduced by Hon. Henry C. Brewster, president of the chamber, and spoke in part as follows:

"Before taking up the subject upon which you have asked me to speak, I want to correct some statements made in announcing my coming here. I never want to stand in a false position. It has been said that President Roosevelt has tendered me some sort of position. I want to correct that statement. There is not a word of truth in it. I don't think President Roosevelt has considered me in any way in connection with an appointment of any kind."

After this explanation Mr. Sargent continued:

"As I understand it, I am expected to speak on arbitration as confined to disputes between capital and labor, and without reference to international disputes. A short time ago there was a conference in New York known as the industrial conference. At that conference were present men who represented capital and men who represented the interests of labor. The conference has aroused a feeling favorable to the arbitration of disputes between employers and their employees.

"I am a firm believer in the organization of both labor and capital. This Chamber of Commerce represents organizations; organization for the benefit of all the citizens [illegible]

[illegible] ... Feb 11, 1902

ARBITRATION

Grand Master Sargent Before Chamber of Commerce.

THE PREVENTION OF STRIKES

Mr. Sargent Would Have All Labor Troubles Submitted to Local Boards of Arbitration — With Public Sentiment in His Favor, He Has No Fear of the Result, He Declares.

"Give me public sentiment and I will have no fear of the result," said Frank P. Sargent, grand master of the Brotherhood of Locomotive Firemen, as he stood before the Chamber of Commerce last evening, making an address on "Arbitration."

Mr. Sargent has probably done more than any other man in the interests of bettering conditions between capital and labor, and is known all through North America as a real leader of labor—not an agitator, but the brains behind a vast force that is rapidly making itself understood.

Mr. Sargent spoke at some length, justifying labor organization, before entering upon the subject of arbitration. He said he never cared to stand in a false position and he wanted to deny the statement that he had been offered a position by President Roosevelt. He had never seen the President, when that gentleman had the time or inclination to take heed to his merits. He was called to the Chamber of Commerce to talk on arbitration, and he presumed that by it was meant that his ideas on the adjustment of differences between capital and labor were requested.

"The recent Industrial Conference in New York," said Mr. Sargent, "has stirred up the question of arbitration and before going further with the subject I would like to say that I am a firm believer in labor, or any other kind of organization, provided it is conducted along right lines. And in saying this I believe I am talking to men who are in sympathy with me, because they know the value of organization as applied to their own Chamber of Commerce. Organization teaches concert of action, resigning in a body, striking, to use that word that sounds so harsh. It has come to be believed that when employers and employees cannot agree, before there is an interruption of business, and business interests should be endangered, efforts should be made to try to bring the parties together and dispose of the matter amicably.

"Organized labor stands on record as asking for arbitration, but we have found some difficulty in getting employers to consent to arbitration. The great American people has much interest in these questions in dispute. Both cannot be right. Cannot we call in a third man and let him decide, and agree to abide by his decision? We want, in every considerable city in the country, an established board of arbitration, to which all disputes can be referred before ill-feeling has been aroused."

Mr. Sargent devoted most of the remainder of his very interesting address to a plea for arbitration of all labor disputes before the misunderstanding became acute. He gave a very interesting account of two cases of arbitration between the Grand Trunk railway, of Canada, and its employees. In one case the general manager of the road selected one man and Mr. Sargent another, and the two selected a prominent Toronto judge as the third arbitrator. The case was presented to these arbitrators and was settled satisfactorily, the men having remained at work without ill-feeling during the progress of the arbitration. In the other case, that of the railway telegraphers, Mr. Sargent was one of the arbitrators, and in this instance also the result was satisfactory. He said that in nine cases of ten where there was trouble the appeal for arbitration came too late; after the men had struck and the employers were in a position to claim, with truth, that there was nothing to arbitrate. He pleaded for arbitration before the trouble became acute and before men had struck.

In response to a question, Mr. Sargent said that he did not believe in any form of compulsory arbitration. It never had succeeded and he did not believe it ever would. He had, however, the utmost faith in voluntary arbitration, as the remedy for all disputes.

Mr. Sargent closed with a prediction that the time would come when all difficulties between capital and labor would be adjusted by arbitration, and an era of permanent prosperity would set in.

At the close of Mr. Sargent's address President Brewster made a few remarks strongly indorsing the sentiments uttered by Mr. Sargent. Said Mr. Brewster:

"I wish those doctrines could be preached from every pulpit in this city."

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1902

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Rochester Chamber of Commerce.

The objects for which this corporation is formed are: to foster the trade and commerce of the City of Rochester; to protect such trade and commerce from unjust and unlawful exactions; to reform abuses in trade, and to promote a more enlarged and friendly intercourse between merchants and manufacturers.

Persons having money to invest in local manufacturing enterprises should communicate with the Secretary.

A book for the free entry of real estate, suitable for building sites, can be found at the office of the Secretary.

Members are requested to correspond with the Secretary or, in special cases, with the President, concerning any matters of public interest, which they believe may properly come before the officers or committees of the Chamber.

TELEPHONES 379

Organized 1887 — Incorporated 1888

Rochester
Chamber of Commerce



Officers and Standing Committees for 1902

ployes cannot agree, don't strike, but solicit aid from your Board of Arbitration, and nine out of ten times you will reach an amicable settlement.

"Gentlemen of the Chamber of Commerce, your best duty to the industrial peace and prosperity of your city will be to urge and foster and encourage organization of the labor within your gates."

"Compulsory arbitration," said Mr. Sargent, in answer to a question, "is something the American people will not stand for and do not want. You can sometimes force a man to do something, but he is not cheerful about it and it generally makes him discontented. My advice, then, is to foster organization and a closer relationship between Capital and Labor."

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Chamber of Commerce.

On the evening of MONDAY, FEB. 17, 1902, at 8 o'clock, in Assembly Hall, Mr. Frank H. Latimore, of the Household Art Rooms, will give a talk, illustrated by stereopticon views colored by himself, on "Color as Applied to Decorating and Furnishing Homes." Many examples of interior decoration and furnishing will be given.

Mr. Latimore's ability as an artist in his profession is well known, not only in Rochester, but in New York, Philadelphia and other large centers of wealth and population.

The present opportunity is therefore an exceptional one of obtaining correct information on a subject of deep interest to all, viz: the adornment of the home.

The ladies are especially invited. It is requested that those intending to be present be in their seats promptly at 8 o'clock, before the hall is darkened.

ROCHESTER, N. Y., Feb. 12, 1902.

John M. Rock
Secretary.

An Equitable Measure.

Senator Slater's Employers' Liability Bill, recently introduced in the Legislature, seems to more adequately meet the situation than any other proposed legislation along the same lines. Mr. Slater's bill is at least more equitable, both for the employer and employe, than the law now in force. The feature of the bill, in which there should be decided interest manifested because it seems to be proposed in a spirit of perfect fairness to all concerned, is the section defining the so-called "necessary risks" of certain employments. This section reads:

Section 3. An employe by entering upon or continuing in the service of the employer shall be presumed to have assented to the necessary risks of the occupation or employment and no others. The necessary risks of the occupation or employment shall in all cases arising under this act be considered as including those risks and those only inherent in the nature of the business which remain after the employer has exercised due care in providing for the safety of his employes and has complied with the laws affecting or regulating such business or occupation for the greater safety of such employe. In an action maintained for the recovery of damages for personal injuries to an employe received after this act takes effect, owing to any cause for which the employer would otherwise be liable, the fact that the employe continued in the service of the employer in the same place and course of employment after the discovery by such or after he had been informed of the danger of personal injury therefrom, shall not as a matter of law be considered as an assent by such employe to the existence or continuance of such risk of personal injury therefrom or as negligence contributing to such injury. The question whether the employe understood and assumed the risk of such injury or was guilty of contributory negligence by his continuance in the same place and course of employment with knowledge of the risk of injury, shall be one of fact subject to the usual powers of the court in a proper case to set aside a verdict rendered contrary to the evidence. An employe or his legal representative shall not be entitled under this act to any right of compensation or remedy against the employer in any case where such employe knew of the defect or negligence which caused the injury and failed within a reasonable time to give or cause to be given information thereof to the employer or to some person superior to himself in the service of the employer who had intrusted to him some general superintendence (unless it shall appear on the trial that such defect or negligence was known to such employer or superior person prior to such injuries to the employe).

Attention should be more particularly directed to the provision of the above section which exempts the employer from liability if the injured employe "knew of the defect or negligence which caused the injury and failed within a reasonable time to give or cause to be given information thereof to the employer or to some person superior to himself in the service of the employer who had intrusted to him some general superintendence (unless it shall appear on the trial that such defect or negligence was known to such employer or superior person prior to such injuries to the employe)." This provision rightfully imposes an obligation on the employe as well as the employer and will, if it becomes a law, assure the latter of more conscientious service on the part of employes. The bill ought to become a law for this reason if for no other.

Frank H. Latimore will give a talk Monday night before the Chamber of Commerce on "Color as Applied to Decorating and Furnishing Homes." The lecture will be illustrated. Ladies are especially invited to attend. An entertaining and instructive talk is expected. Mr. Latimore's ability as an artist is well known in Rochester and abroad. The hall will be darkened promptly at 8 o'clock.

Roch. Dem. Feb. 12, 1902

NESDAY, FEBRUARY

TEN ADDITIONAL WATER RIGHTS

PURCHASE OF COTTON MILL BY GAS AND ELECTRIC.

PLANS OF MR. JUDSON

NEGOTIATIONS BEGUN BY LATE PRESIDENT OF COMPANY.

A STRATEGIC POSITION

Hon. Frederick Cook, President of the Rochester Gas and Electric Company, Yesterday Consummated a Deal for the Important Cotton Mill Property for $110,000 Consideration.

Hon. President Cook, president of the Rochester Gas and Electric Company, yesterday consumated a deal by which the Rochester cotton mill property, at the foot of Commercial street, with its 10,000 spindles, its historical building, its ten full water rights on Brown's race and its valuable site, becomes the property of the gas and electric company. The consideration was $110,000.

Negotiations for the purchase of this important property have been in progress for some time, having been begun by the late J. Lee Judson, as part of his plan for the more complete utilization of the energy of the Genesee river, and in accordance with Mr. Judson's plan of utilizing the energy involved in the flow of the river, by a system of storage and regulation. With the death of Mr. Judson, Mr. Cook, who succeeded him in the presidency of the gas and electric company, took up the negotiations, which terminated yesterday in the company securing the property. It was purchased of the Garner heirs, through William E. Thorn, of New York, who had charge of the property.

The Rochester cotton mill occupies a very advantageous site to the westward of the Gorsline building. It was built by Seth C. Jones in 1845-1846. The business was carried on by him for a time by Mr. Jones on his own account. Later a stock company was finally formed, and for a time the property was known as the Jones cotton mill. In 1863 John Vickery leased the property, and afterwards purchased it, and conducted the business until 1863, when the mill property was purchased by Thomas Garner. For several years it has been owned by the heirs of Mr. Garner, from whom it was yesterday purchased by Mr. Cook for the Rochester Gas and Electric Company.

The site upon which the cotton mill stands is about 240 by 160 feet. It is bounded on the east by the Gorsline building, on the south by Commercial street, on the west by Brown's race and the Gleason tool factory, and on the north partially by the property of the Rochester Gas and Electric Company, known as station No. 2, and partially by the high bank of the river as it bends to the westward from the upper falls of the Genesee.

With the cotton mill property, the Gas and Electric Company acquires the largest number of water rights on Brown's race owned by any single owner except itself. The cotton mill has ten full first rights at the very head of Brown's race. In addition to these ten rights, the property possesses many valuable strategic advantages for its new owners. Possession of this property gives the company free access to its station No. 12, from Commercial street, and will enable it, by reason of the additional land, to carry out the projected improvement of building a large brick station to supplement the present station No. 2.

It is understood that the cotton mill will be rented for manufacturing purposes, the required power being furnished by electricity, thus admitting of the more advantageous use of the large amount of water power in the generation of electricity. Possession is to be given at once.

The acquisition of the ten full water rights which go with the cotton mill property is an important addition to the already large preponderance of water rights in the city, and in the valley of the Genesee above the city, already owned by the Rochester Gas and Electric Company. Before making this purchase the Gas and Electric Company already owned all of the rights involved in the upper falls on the East side of the river, or one-half of the total power rights of the upper falls. On Brown's race, besides its original nine rights, the Gas and Electric Company had at the time of J. Lee Judson's death, acquired these additional first rights:

Glen state, 2; Hinds company, 3 3-4; Shawmut mill, 2 1-2; Frankfort mills, 2; Ferguson & Lewis mill, 3. It had also leased twelve full rights. By means of the purchase of the ten rights of the cotton mill, the Gas and Electric company now owns absolutely thirty-two and one-fourth full water rights, and leases twelve rights, forty-four and one-fourth of the

In the Johnson & Seymour race the Gas and Electric Company owns rights as follows: Ely mills, 3 first and 3 second rights; Harris property, 2 first and 2 second rights; the Holl property, 2 first and 3½ second rights. In all there are nineteen first and thirty-two and one-half second rights on the Johnson & Seymour race.

Of the seventy-eight first rights on the Carroll and Pitkugh race, with a fall of eleven feet, the Gas and Electric Company owns eight.

The middle falls, with a head of thirty feet, has thirty-two rights, and of these the Gas and Electric Company owns twenty-seven.

The entire lower falls, with its head of over ninety feet, is owned absolutely by the Gas and Electric Company. No other owner has any rights in the water power involved in these falls.

It was stated yesterday that the purchase of the important cotton mill property, with its ten first water rights on Brown's race, was in pursuance of the policy, so often reiterated, of carrying out in their integrity the plans of the late J. Lee Judson, in conserving the water power of the Genesee river for the benefit of Rochester's industries.

HERALD, WEDNESDAY

ARMY POSTS.

Herald Feb. 12/02

Report of the War Department Board on Military Camps—No Post Designated for Rochester.

By Special Wire to The Herald.

Washington, Feb. 11—Secretary Root made public this morning the report of the army post board which was charged with a reorganization of the army posts system and the selection of military camps. The board was composed of the following officers: Lieutenant General Nelson A. Miles, Major Generals John R. Brooke, Elwell S. Otis, Samuel B. M. Young, Arthur MacArthur; Brigadier Generals John C. Bates, George M. Randall and William A. Kobbe. The board recommends the following locations for camp sites:

One in the vicinity of Chickamauga Park, Ga.; one at Fort Riley, Kan.; one in the Conewago Valley, in Lebanon, Dauphin and Lancaster Counties, Pa.; one on the Nacimiento ranch, in Monterey and San Luis Obispo Counties, Cal. It also recommends that the necessary steps be made of the Nacimiento ranch and the Conewago valley.

The board recommends that the following new posts be established:

One for a regiment of infantry in the vicinity of Los Angeles, Cal.

One for a regiment of cavalry in the camp site on the Nacimiento ranch.

One for a regiment of infantry in the vicinity of Albuquerque, N. M.

One for a regiment of infantry at Governors Island, New York harbor.

One for a regiment of infantry in the vicinity of Washington, D. C., north of the Potomac River.

One for a battalion of infantry in the Red River valley, in the vicinity of Crookston.

One for a regiment of infantry on the camp site in the Conewago valley, Pennsylvania, when practicable.

The report says that its action is based upon a force in the United States of 50,000 men. In its specific recommendations concerning the permanent posts the board suggests that the garrison at Columbus, Ohio, consist of four companies of infantry; at Niagara, N. Y., headquarters and eight companies of infantry, and two battalions of field artillery; Fort Ontario, N. Y., four companies of infantry; Plattsburg barracks, N. Y., headquarters and twelve companies of infantry, and at Fort Porter, N. Y., four companies of infantry.

AGAINST BARNES BILL

LOCAL COUNCIL PRESIDENT WILL GO TO ALBANY TO PROTEST.

Proposed Legislation Denounced by Women of Rochester—Work of Local Council Chiefly With School Questions—Chamber of Commerce.

Herald Feb. 13

Mrs. James W. Rosenthal, the newly-elected president of the Local Council of Women, representing forty of the women's clubs of Rochester, presided at the meeting held yesterday afternoon at Reynolds library. A large number of the city's representative women were present and it was evident that whatever may have been said of the council in the past, it is now prepared to work.

Since its organization the council has seemed to stand for the influence of women in the management of the public schools and it seems to have been decided by common consent that its work for the present shall lie in that same path.

the new secretary, Mrs. Hilton Brown, had read the minutes of the last meeting and the treasurer's report had been given, the president, Mrs. Rosenthal, made a clear and concise statement of the work that lay before the council and spoke earnestly of what could be done for Rochester, declaring emphatically that it was no better than other cities and there was much to be done and many evils to be corrected.

She urged the members present to remember that the council stood for high aims and wide interests and that results could be be accomplished through harmony of action and unity of purpose. Unless the great body of women for which the council stands was with her, no matter how much work and time and thought she gave to the organization, nothing could be done.

Mrs. Rosenthal then gave the views of the committee called recently for the purpose of discussing the work of the council. The question of school suffrage for women was first suggested, the committee deciding to inform the clubs and ask for an expression of opinion. Since then, the Barnes bill, now pending in the legislature, suggested itself as matter demanding instant attention as it not only threatens the school system of Rochester, but legislates women off the school boards in the cities of the second class. This she considered a serious question and asked for an expression of opinion.

Mrs. W. C. Gannett immediately rose and made a vigorous speech condemning the Barnes bill as particularly vicious, tending not only to take away the privileges won by Rochester, but to disturb and harass the teachers and patrons of the schools. Mrs. Gannett was in favor of opposing the bill in its broadest significance, as constituting a menace to other cities of the state as well as Rochester. Mrs. Horace B. Hooker made remarks of a similar nature. Mrs. Horace Pierce thought the bill undemocratic. Mrs. Joseph O'Connor said that she did not know that the bill was vicious in its applications to school matters in other cities and thought that the people here might not be informed as to conditions in other cities. She thought it might be better to confine the council's protest to the bill as affecting Rochester and that the women of this city should fight against the passage of the bill.

Mrs. F. F. Dow made an able speech, declaring that the Barnes bill was "loaded" and that there is a great deal more in it than appears on the surface.

"To begin with," said the speaker, "it rests with the Common Council to hold back or give money to the school board just as it sees fit. The board will be absolutely at the mercy of the Common Council, whereas now the council is obliged to make an appropriation to the board, according to the number of school children. The old board was constantly hampered by this very provision. It had to continue those horrible annexes and couldn't erect new and suitable buildings because it simply could not get the Common Council to make appropriations for improvements. Consequently, it had to do the best it could. Under the present law, the Common Council is obliged to give a certain amount of money, but if the Barnes law is passed, all of those old conditions and limitations will again obtain. I believe the city of Rochester knows what is best for itself, and that it should govern its own school matters."

After some discussion as to methods of showing how the women of Rochester feel in this matter, it was unanimously decided to send the president, Mrs. Rosenthal, to Albany to use all her powers of argument before the committee that is to meet for the hearing on the bill.

Mrs. Danforth suggested that it might be well to have some of Rochester's influential men speak in this matter, and as it was said that R. A. Sibley and James G. Cutler were instrumental in forming the board as it stands at present, it was decided to ask those gentlemen to aid the council. Mrs. Louis Bigelow, Mrs. Horace B. Hooker and Mrs. F. F. Dow were appointed a committee to urge the Chamber of Commerce to take action on the Barnes bill as it relates to Rochester.

It was further suggested that every woman present should write a personal letter to the members of the Monroe county delegation in the legislature asking it to work against the passage of the bill.

The question of abolishing boards of managers of charitable organizations was next considered and the proposed legislation was condemned. Mrs. Rosenthal outlined a plan of work for the council and suggested a reciprocity exchange for the various clubs—a measure which met the unqualified approval of all. Miss Susan B. Anthony and Mrs. Mary Thayer Sanford were named as delegates to the fourth triennial of the National Council of Women to be held in Washington, February 19th to 26th inclusive. The council adjourned to meet at the call of the president.

The Times Feb. 13 1902

THURSDAY EVENING. THI

CITY IN DANGER OF WATER FAMINE

Commissioner McClintock Calls Attention to Possibility of Conduit Pipes Bursting and the Urgent Need of a Second Reservoir on Cobb's Hill.

(From Yesterday's Last Editions.)

According to Commissioner McClintock, Rochester is in danger of a water famine.

When the city, a few years ago, spent millions of dollars for the construction of a second conduit to Hemlock Lake, the people thought that a liberal and sufficient supply had been secured for many years to come. The supply was secured, but because of the desire to economize, the plan for the new conduit with the second reservoir was only partially carried out and the second reservoir was omitted.

Now a break in the large conduit pipes is one of the accidents which may be reasonably expected at any time and more than ever in times of severe cold and deep snows when the pipes contract and are under strain. If the pipes of the conduits should break at the present time, several miles from the city, on the way to Hemlock Lake, there would certainly be a very serious water famine, said Mr. McClintock today.

The reservoir at Mt. Hope will hold a supply of water sufficient for only a day and a half and before repairs could be made to the breaks by men and teams struggling through the mountainous drifts in the Genesee Valley the reservoir would be exhausted many times over and the city left to suffer from thirst and at the mercy of the fire fiend. The danger is a real one and the city has been warned against it by many expert engineers, among whom is Emil Kuechling.

The city officials are trying to secure the completion of the plans for the new conduit so far as the construction of the new reservoir is concerned. Plans have been prepared for a reservoir on Cobb's Hill, which is the most available spot within many miles.

The site embraces 50 acres of land which is at an altitude of 600 feet above sea level and which is admirably fitted for the purpose. The plan calls for the construction of a new modern double reservoir which will cost $800,000. The reservoir is planned to be built in two parts, that is, so that one part may be built and put in use while the other is being finished as occasion requires.

A greater portion of the land on Cobb's Hill is owned by persons represented by Judge John D. Lynn as attorney. These owners have not named a price for their land, but their attorney has declared that they will abide by the decision of a committee of three persons as to the value of the property.

The city must secure this land at once, as it is the site of a fine gravel bed from which many thousands of yards of material are being drawn yearly. The hill is being rapidly destroyed for reservoir purposes by the excavations for gravel, which are a hundred feet in depth. There is no other available site nearer than ten miles. The new reservoir is planned to hold ten days' supply for the city. The average consumption of water in the city is 12,000,000 gallons daily.

The great necessity of building this reservoir at once has forced itself on the city officials and all others who have studied the situation. It is stated that the cost of building the first half of the new double reservoir would be at least $400,000 with the pipe line included. While this expenditure is inevitable and is necessary at once, the city is financially crippled by the debt limit and it is to get around this that some plan must be devised.

It has been suggested that as there is $12,000,000 worth of property in Rochester which is now legally exempt from taxation, that a very small tax be levied on this property through an act of the Legislature so that the city could use the valuation of the property now exempted as a basis for the total valuation, on which the legal limit of 10 per cent is figured. Such a plan would give the city sufficient revenue or really sufficient valuation to bring the debt limit up high enough to make the necessary expenditure for the new reservoir possible.

In the report of the State Tax Commissioners it is stated that the total amount of property in the state legally immune from tax is more than $723,000,000, or one-fifth of all the property in the state.

The new reservoir would take at least three years to construct at the lowest calculation, but the city should in the opinion of Commissioner McClintock, secure the land at Cobb's Hill without delay.

Color in Decorating.

Frank H. Lattimore will give a talk on "Color as Applied to Decorating and Furnishing Homes" before the Chamber of Commerce at 8 o'clock next Monday night. It will be illustrated with stereopticon views. Many examples of interior decoration and furnishing will be shown. The ladies are especially invited.

Herald Feb. 14/02

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

WOMEN WORKING FOR BARNES BILL'S DEFE[illegible]

Post & Chron. Dec. [illegible]

Influence Will be Brought to Bear From Every Quarter—Meeting at Chamber of Commerce.

"The fact of the matter is," said a prominent woman yesterday, who has been working for the defeat of the Barnes bill ever since its text was made public, "I don't believe the men are half awake to the import of this bill. In fact, many of them have not even read it through, and have no idea of the danger in it. Apparently it is a harmless sort of measure, but I believe that concerted action is behind it. Many of our prominent men believe it will not pass, and have treated it as a joke more than anything else, but after it slides through at Albany, as things have a way of sliding through when you least expect them to, these men will wake up to the seriousness of the joke."

It certainly will not be the fault of the women of Rochester if the voters are not aroused to action in the matter. Since the meeting of the Local Council of Women Wednesday, the active and prominent club women of the city have hardly slept or eaten. They are leaving undone nothing that will tend to arouse public sentiment against the passage of the bill.

All day long yesterday the telephone bells of prominent members of the Chamber of Commerce were kept ringing, and every woman interested entered her protest and asked the gentlemen to use their influence for the defeat of the bill. They promised. In fact, Secretary Ives and President Brewster have declared themselves as strongly opposed to the bill and say the Chamber of Commerce will do everything in its power to defeat it.

It was stated on good authority by a prominent member of the chamber that a meeting is called for this afternoon, when the legislative committee expects to confer with the Monroe legislators in regard to the bill and urge the senators and assemblymen to use all their influence to defeat the measure. The committee appointed by the Local Council of Women may improve this opportunity to also add its voice to the general protest.

The Woman's Union, of which School Commissioner Mrs. W. A. Montgomery is president, will hold a meeting of its board of managers this morning at 10:30 o'clock for the purpose of taking action on the pending bill. It was stated yesterday that it is likely that the union will send two of its strongest speakers to Albany to attend, with the president of the local council, Mrs. Rosenthal, the hearing on the bill. Though the names cannot be authoritatively announced until after action by the board, it was stated last evening that the women whose names were prominently mentioned are Mrs. W. C. Gannett, acting president of the union during the absence in Europe of Mrs. Montgomery, and Mrs. F. F. Dow.

It was the general opinion among the women that these are as strong delegates as could be named. They are both able speakers, and it was stated that no woman in Rochester is better informed on school matters than Mrs. Dow. She knows the workings of the old board and is thoroughly familiar with existing conditions and laws.

How thoroughly the women are in earnest and how grave they consider the situation is shown by the manner in which they have gone about the work of arousing all the forces to action to oppose the bill. Mrs. Moses, president of the Woman's Auxiliary of the Nineteenth Ward Republican Club, has been communicated with and she has set the wheels of her organization in motion.

There are likely to be some interesting developments after the numerous conferences that are to be held to-day.

The proposition providing for the [illegible] of the present board of [illegible] the [illegible] Commissioner, consign the children of the public schools to the not tender mercies of partisan politicians. It is to avert this result, if possible, that the great army of mothers of the school children has been summoned. And in response to the summons, the army is gathering in force.

Several bodies of representative women have already taken action, and will send representatives to Albany for the purpose of making the situation so clear that the men who are responsible for the making of laws will not have the excuse that they are ignorant of the wishes of the people of Rochester in the matter of the public schools. Other organizations are preparing to take immediate action on the same lines.

The subject of the proposed radical change in the status of the public schools of this city came up at the meeting of the executive committee of the Women's Union held at No. 38 South Washington street yesterday morning. The Barnes bill was discussed in all of its phases. It was explained that there was no hope that the sponsors of the bill would consent to an amendment that would except Rochester from its provisions, but that the effort would be to make the bill a political measure, applying to the four second-class cities of the state, including Rochester, and it would be pushed through, if possible. It was further explained that if the present status of the public schools of Rochester is to be maintained, the bill as it stands must be defeated.

A committee, consisting of Mrs. Frank F. Dow and Mrs. Louise Bigelow, was appointed to communicate at once with the legislative committee of the Chamber of Commerce and ask that the influence of the chamber be used to further all honorable efforts to defeat the Barnes school bill. It was further understood that the committee would confer with Rochester's representatives in the senate and assembly, and strengthen their hands in their opposition to the measure.

In the letter from the executive committee of the Women's Union to the legislative committee of the Chamber of Commerce, it was set forth that the Barnes bill places absolute power over the schools of Rochester in the hands of the mayor, that its provisions destroy the high qualifications now required of teachers and that it in terms excludes women from membership of the board of education.

In accordance with the request of the Women's Union, the legislative committee of the Chamber of Commerce met at the rooms of the chamber at 4 o'clock yesterday afternoon. The subject of the Barnes bill and its effect on the public schools of Rochester was fully considered. As the result, the legislative committee unanimously adopted the resolution which follows, which undoubtedly represents the sentiments of 9 per cent. of those who are interested in Rochester's present admirable school system:

Resolved, That we commend the action of our local legislators at Albany, in opposing senate bill No. 381, known as the Barnes school bill, so far as Rochester is concerned, and that the secretary of this chamber write our senators and assemblyman, requesting them to give their voices and votes against the bill.

In the meantime, other bodies of women are not inactive. Mrs. W. C. Gannett has been appointed to represent the Women's Union at the hearing on the bill at Albany, and other organizations of women will also send delegates. Already the machinery of the powerful and influential body of mothers' clubs had been set in motion, and during the next few days the influence which was so strongly exerted in the last election will be used, if possible, to see that the results of that campaign, so far as the public schools are concerned, are not nullified.

Democrat & Chronicle. Feb 15 1902.

ROCHESTER WOMEN ARE FULLY AROUSED

Determined to Protect Interest of the Public Schools.

CHAMBER OF COMMERCE

Resolution in Opposition to the Barnes School Bill Adopted by Legislative Committee at Request of Women's Union—Mothers' Clubs to Act.

During the canvass which preceded last fall's election, in which the completion of the board of education was involved, the women who are interested in the cause of education in Rochester were much in evidence. They showed a peculiar talent for organization, and developed a degree of energy in a cause which they considered right which was an object lesson to veteran politicians of the sterner sex. In the sense of being successful politics, it was good politics, and it is more than hinted that the gentle politicians rather liked the game.

Now the danger signal is again at the fore, and an Amazonian host is gathering, prepared to fight the proposed legislation involved in the so-called Barnes bill, which, they claim, would, if enacted into law, nullify the victory won at the ballot things last fall and turn the hands on the educational dial backward. There is no mistaking the attitude of the women of [illegible] when the [illegible]

[illegible] Color in Homes. Post Feb 15/02

Francis Latimore, of the Household Art rooms, will give a talk on "Color in Decorating and Furnishing Homes," before the members and friends of the Chamber of Commerce next Monday night. Mr. Latimore is the artist who had charge of the color scheme and interior decorations of the First M. E. church. His lecture will be of especial interest to ladies who are cordially invited to attend the Chamber of Commerce meeting Monday night.

The Barnes School Bill.

We have no means of knowing the purpose of Senator Barnes, the author of Senate bill No. 441, in introducing that measure, but a careful examination of the bill is not conducive to the belief that it is intended to be approved by any body of men of even mediocre intelligence.

The bill proposes to destroy the local organizations of the educational departments of cities of the second class, and to erect upon their ruins systems of educational supervision which shall be controlled by influences which are purely political, and which have no proper relation to educational management. It takes from the people of each city the power directly to choose the officers who shall manage their public schools, and confers the power of appointment to membership in the board upon the Mayor. The supervision of the finances of the educational department is taken from the Board of Education and distributed in a vague and uncertain manner among other departments of the city government. The Board of Estimate and Apportionment is endowed with the power to fix the salaries of the Superintendent of Schools, the teachers and other employes. Other functions that are purely financial, are conferred upon the Board of Contract and Supply, while the location of some powers is entirely omitted from the measure. Were the bill to become a law, almost all business sought to be transacted under its provisions would incur the risks of delay by legal controversies and of possible annulment by the courts.

Should the Board of Estimate and Apportionment be invested with the authority to fix the salaries for the members of the city's educational force, it might as well be given all of the functions of the Board of Education and assume the entire charge of the appointment of teachers, the selection of text books and the adoption of educational courses. The Board of Estimate and Apportionment is as well fitted to perform one of these duties as another. No board that is uninformed of the nature, purpose and comparative difficulty of a teacher's, a principal's or a superintendent's work, is competent to make an estimate of its value and to fix its compensation, any more than that board is fit to prescribe the system or course of instruction to be adopted by the teacher, principal or superintendent. To confer upon the Board of Estimate the power to fix salaries is to give that body practical control of the whole force of teachers, for the body that pays for any work, always controls the man or woman that performs it and is responsible for the manner in which the work is performed.

The section which deals with the repairs of school buildings and the provision of funds for the erection of new buildings is equally [illegible]

THE BARNES BILL

Likely to be Defeated by Syracuse and Troy—Rochester Opposition.

The following special to The Post Express from a staff correspondent was received to-day:

"Albany, Feb. 15.—Rochesterians who have reached the conclusion that the Barnes school bill is to be defeated or retarded by the help of the legislators representing Syracuse and Troy, are cherishing a vain illusion. Now that the senate cities' committee has amended the Barnes bill so as to exempt Lansingburgh, the Troy legislators do not care a fig about the measure and will cheerfully vote to pass it, no matter if public sentiment in Rochester is opposed or if the Rochester legislators fight and vote against it.

"So far as the Syracuse assemblymen are concerned they are vastly more interested in passing the Hammond bill, which they hope will break down the monopoly in city lighting that is now enjoyed by the Syracuse lighting company, than they are in defeating the Barnes bill and if the Albany and Troy legislators will vote to progress the Hammond bill the Syracuse representatives are only too willing in return to vote for the Barnes bill. Inversely, if the Rochester legislators wish to enlist the aid of the Syracuse assemblymen against the Barnes bill they must promise to vote for the Hammond bill. The Rochester legislators think one bill is as obnoxious as the other and will give no such promises.

"However, if Senator Lewis cannot control the senate cities' committee against Senator McEwan, of Albany, a different condition prevails in the assembly cities' committee. Assemblymen Gardiner, of Rochester, is a member of that committee, and it is acknowledged that he has developed strength second only to Chairman Kelsey. Mr. Gardiner has been fighting the Barnes bill ever since it was introduced and he has told on the [illegible] bill [illegible] Comm[illegible]

[illegible] Post Feb 15/02

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Should the Board of Estimate and Apportionment be invested with the authority to fix the salaries for the members of the city's educational force, it might as well be given all of the functions of the Board of Education and assume the entire charge of the appointment of teachers, the selection of text books and the adoption of educational courses. The Board of Estimate and Apportionment is as well fitted to perform one of these duties as another. No board that is uninformed of the nature, purpose and comparative difficulty of a teacher's, a principal's or a superintendent's work, is competent to make an estimate of its value and to fix its compensation, any more than that board is fit to prescribe the system or course of instruction to be adopted by the teacher, principal or superintendent. To confer upon the Board of Estimate the power to fix salaries is to give that body practical control of the whole force of teachers, for the body that pays for any work, always controls the man or woman that performs it and is responsible for the manner in which the work is performed.

The section which deals with the repairs of school buildings and the provision of funds for the erection of new buildings is equally [illegible]

[illegible] Post & Chron. Dec. 19/02.

THE BARNES BILL

Expressions on the Measure by Monroe County Legislators at Albany.

Regarding the Barnes school bill, Monroe county legislators at Albany are quoted as follows:

Assemblyman Gardiner—"I believe that, so far as the assembly bill is concerned, I have the situation well in hand, having made a very careful canvass of the committee, being a member of it and in a position to ascertain the exact views of the members. If, later, it appears best to have a public hearing, an opportunity will be given and all those interested notified. I shall prepare an amendment to the Barnes bill, and offer it next Tuesday, exempting the city of Rochester. I feel confident that my amendment will be adopted, thereby practically defeating the Coon bill in the assembly."

Senator Armstrong—"I am unalterably opposed to the bill, unless it is so amended that there can be no question that Rochester is exempted from its provisions. The people of this city are satisfied with the present school board, and certainly they are the ones interested."

Senator Lewis—"The Barnes school bill, so-called, does apply to Rochester, notwithstanding statements to the contrary. I am opposed to its passage, and shall do all I can to defeat it. I introduced and passed a bill under which the five school commissioners now in office were elected. I have consistently supported the school board throughout all the discussion of school matters for the past four years. On one occasion I introduced a bill which the school board immediately informed me that they did not want passed, and I immediately abandoned the bill. I supported this school board for nomination, and also supported them for renomination last year."

WILL EXEMPT

Herald Dec 18, 02.

Rochester To Be Cut Out of Barnes Bill

WILL ACT TO-DAY

Gardiner Has Responsibility of Saving School System.

PROMISES TO AMEND BILL

Railroad Men's Sound Money Association Takes Emphatic Action Against Barnes Bill, Denouncing It as "Vicious"—Public Sentiment Is United Against This Measure.

Despite assurances that the Monroe County legislators were solidly opposed to the Barnes bill, the effect of passing such a bill would be so disastrous on the school system that all who are interested in the welfare of the public schools of this city will not rest easy until the question is definitely and finally disposed of.

Each of the local delegation, both in the Senate and Assembly has gone on record as opposed to the bill. Senator Armstrong said on the subject: "I am unalterably opposed to the bill, unless it be so amended that there can be no question that Rochester is exempted from its provisions." Senator Lewis said: "The Barnes School bill does apply to Rochester, notwithstanding statements to the contrary. I am opposed to its passage, and shall do all I can to defeat it."

Senator Lewis is Rochester's representative on the Senate Cities Committee and it is possible he may not be able to control a majority of the committee against Senator McEwan of Albany, who is Albany's representative on the committee. The latter is very insistent that the bill shall pass, as a general bill, applying to all four cities, so it need not be sent back to the cities for the approval of the local authorities.

The real work of killing the bill or amending it in specific terms, so as to exempt Rochester will fall on Assemblyman Gardiner, who is one of the most influential members of the Cities Committee and who is in a position to prevent absolutely a report on the bill in the lower House, unless Rochester is exempted. Assemblyman Coons has introduced exactly the same bill in the Assembly and Assemblyman Gardiner has to date kept the Coons bill tied up. The proposition was made to Mr. Gardiner last week that he consent to report the Coons bill with the proviso that it be at once recommitted to the committee for further hearing, but he declined to make the slightest concessions and prevented any report whatever.

Assemblyman Gardiner said yesterday before he left for Albany that he intended to offer an amendment to the bill to-day, exempting the city of Rochester from the operation of the Barnes bill. He said he felt confident that the amendment would be adopted, thereby practically killing the Barnes-Coons bill in the Assembly.

"I have made a careful canvass of the Cities Committee of which I am a member," said Assemblyman Gardiner "and am in a position to know the views of each member. I believe that so far as the Assembly bill is concerned I have the situation well in hand. If later, it

[illegible] Herald Decorating the Home.

The illustrated lecture will be given to-night by Frank H. Latimore on "Color as Applied to Decorating and Furnishing Homes," before the Chamber of Commerce. Mr. Latimore has some very handsome views, colored by himself, and the talk is expected to be instructive along its line, as well as entertaining.

[illegible] appears best to have a public hearing, an opportunity will be given to all interested to be heard."

The result of Assemblyman Gardiner's attempt to amend the bill to-day exempting Rochester will be awaited with considerable interest; if he is successful, there will be a general relief throughout Rochester. If the effort should fail, so much public sentiment has been aroused that a large number of citizens, representing various organizations and interests are ready to go to Albany to protest against the passage of the bill, applied to Rochester.

Even while the expectation is prevalent that the local legislators have the matter well in hand without asking outside influence to aid them to defeat the bill, a number of organizations have gone on record against the measure.

A special meeting of the Railway Men's Sound Money Association was held at headquarters, 38 Main Street East, last night for the purpose of discussing the Barnes bill. The following resolution was adopted:

Whereas, This association is not a political organization, composed as it is of Democrats as well as Republicans, and according to its principle forbears to interfere in any matter pertaining to politics, but the common school of the city of Rochester is an institution in which every good citizen has a deep personal interest, and

"Whereas, Said bill is malevolent in its character, tending as it does to destroy the organization of the educational department of our beautiful city, now so efficient; therefore, be it

"Resolved, That the Railway Men's Sound Money Association protests against the enactment of this vicious law and requests our Monroe County representatives in the Legislature to oppose the passage of said bill by all proper means within their power;

"Resolved, That the president and secretary of this association provide a copy of these minutes and cause the same to be served upon the Senators and Assemblymen of this county."

The Local Council of Women appointed a committee last week to go to Albany to protest against the bill. One of the provisions of the measure is that no one shall be a member of the school board who shall not be an elector of five years' standing. This would prevent the continuance of Mrs. Montgomery or any other women on the school board. This provision, in addition to the general objection to the entire plan, is in itself sufficient to enlist the aid of the women of the city against the bill that destroys all they have accomplished in securing the election of a woman representative on the school board.

The legislative committee of the Chamber of Commerce is ready, it is understood, to go to Albany this week to register a vigorous protest against the bill, if there is any doubt as to its fate.

The Women's Auxiliary of the Nineteenth Ward Republican Club has placed itself formally on record against the bill, and if the word is given out, similar action will be taken by all the numerous clubs of women in the city who are interested in the schools. An appeal may also be taken to the executive committee of the State Assembly of Mothers' Clubs, bringing the influence of that powerful organization to bear against the measure throughout the state.

Unless Assemblyman Gardiner succeeds to-day in forcing through the exemption amendment, the local legislators may prepare themselves for a bombardment this week against the bill from all sources, accompanied by demands for hearing from dozens of Rochester organizations. The feeling is general that the interests at stake are too vital to permit any chances to be taken in preserving the present school system and saving it from the mire of politics.

IN DECORATING FIGHT SHY OF HIGH COLORS

Dem. & Chron. Feb 18/02

Subdued Tints, Says F. H. Latimore, Are Most Effective.

SIMPLICITY IS BEST

Don't Forget, Says the Lecturer, That Walls, Etc., Are Nothing More Than Background—Large Audience Hears Interesting Practical Talk.

Assembly hall of the Chamber of Commerce was filled last night by an audience that was greatly interested in the lecture given by Frank H. Latimore, of this city. The subject, "Color as Applied to Decorating and Furnishing Homes," appealed especially to the ladies, who made up fully half of the audience. The views shown had been colored by the lecturer.

After a brief introduction by President Brewster, Mr. Latimore opened his talk by saying that there was a right and a wrong in all art and that the inability of the ordinary person to get at the bottom of the right method was truly astonishing. About the last thing one does is to make one's home meet every requirement.

"Temperance in color was said to be very important. Nature, his audience was reminded, was never intemperate in this matter, and although some of the brilliant hues that nature displayed might be thought bordering on the intemperate, they were only a small part of the mass as measured against the greens, grays and other quiet colors. The gorgeous displays only lasted for a short time, too, as the autumn leaves and the brilliant sunset. Nature when she displays high colors does so with good taste.

Color, the lecturer said, chiefly gave character to the home. Rooms were made to look high, large, low or small, cheerful or mournful by the color of the decorations. Mr. Latimore then had the lights turned down and displayed several colors on the sheet. He told the audience to

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would blue in decorating, as it was a cold color. He favored the warm reds, not the brilliant red, but that true to nature. It was the warm colors that gave to the room the cheering effect of sunshine. Color, he said, must retain its character, and not be black nor yet too light. Deep, rich colors gave the rooms the right tone and produced the proper background for the pictures and the people.

He warned his audience to be careful about the leading colors. Successful combinations of all the rooms leads to beauty. Walls should be made flat like floors. In carpets and papers shaded scrolls are bad, he said. The shaded parts look raised and the scrolls look as if in motion.

"If you have figured paper select plain carpets and hangings, as the eye must have repose," said Mr. Latimore. "Never allow the wall paper to become so prominent that it ceases to be a background for the people and the furniture. What shall we say of the modern stained-glass windows? The easiest way to dispose of them, as a rule, is to soften the crude coloring by stippling the outside of the windows with neutral tints of oil paint or by hanging curtains of soft silk before it. Better plain, white glass a thousand times, toned with a curtain of colored silk made to harmonize with the color scheme of the room.

"White wood and pine take soft green and deep golden bronze stains well. Our halls, or, more properly speaking, passageways, in city houses should be bright and as deep in color as the lighting will admit. The best test of the artistic merits or demerits of the living room as a whole is the impression it makes on one entering for the first time. And what should be our feeling on entering the living room? Simply this, 'How exquisitely comfortable.' For the first essential in the form and design of any decorative object (and everything in a room should be a decorative object) is reposefulness. But you see this principle so often violated. If the test of reposefulness is the test, the average farmhouse kitchen has an artistic value far beyond that of ninety-nine out of every hundred parlors in the city. The first fault in our rooms is over-decoration.

"This is an almost universal failing. Everything has a pattern on it and almost every pattern is mechanically produced. No pattern bears any relation to any other pattern and the whole effect is fidgety, fussy and painful to a degree. The second fault is that all the ornaments are made to shout—everything is clamoring for notice. Now, any ornament that you notice when you are not looking for it, or, perhaps I might better say, when you do not wish to think of it, is necessarily in bad taste. A room is a place in which to think of other things besides those relating exclusively to the room itself. The true method to make a room beautiful is to make all the necessary and useful things in it beautiful. So much is this true that it becomes almost impossible to design a really beautiful room that is to have no useful work done in it or natural life lived in it. An artist called upon to design a room in which nothing more earnest is to be done than to gossip over afternoon tea has indeed a sad job. In a workroom all things have a place by reason of their usefulness, which gives a sense of fitness and repose entirely wanting in a room where a place has obviously had to be found for everything, as in a drawing-room.

"How pleasant it is to think that owing to the great increase of education and employment of young women, there will be less and less call for the old-fashioned drawing room; women will want a room to work in, not to dawdle in. None of us knows, and certainly none of us overestimate, the good influence of a beautiful building upon all those who pass and repass it daily. To put the right thing in the right place, to give it the most appropriate form and, above all, the form which will best enable it to fulfill its functions and uses, and withal, the simplest, most direct and the most perfect in construction—this is the first duty of every designer. Simplicity is restful contempt for the non-essentials of life and it is constant striving to outshine others that kills simplicity and happiness."

The lecture was closed by pictures and descriptions of interiors of homes in America and abroad, the lecturer pointing out the bad as well as the good features.

FOR PRINCE HENRY'S VISIT.

Committee Named to Make Arrangements for His Reception.

Mayor Rodenbeck this morning talked over with Secretary John M. Ives of the Chamber of Commerce plans for the approaching visit of Prince Henry of Germany and a committee was named to make the preliminary arrangements. This committee will meet to-morrow afternoon to discuss plans.

The committee is composed of Mayor Rodenbeck, Hon. Henry C. Brewster, Henry Hebing, T. R. Dunn, Captain Henry Lomb and John M. Ives.

WHEN PRINCE HENRY ... ROCHESTER

[illegible] Feb. 19/02

There'll be a Lively 20 Minutes at the Central Station.

MAENNERCHOR TO SING

That Will be One of the Features of the Reception—There Are to be Brief Addresses by Mayor Rodenbeck and Others—Committee Plans.

When Prince Henry of Prussia, brother of the emperor of Germany, arrives in Rochester two weeks from to-night, at 8:15 o'clock, he will be accorded a reception that promises to be as elaborate as it is possible to make a 20-minute reception. Brief as the prince's stay here will be, there will be crowded into it doings that undoubtedly will linger long in the memories of all those who are so fortunate as to participate in or witness them.

President Henry C. Brewster and Secretary Ives, of the Chamber of Commerce, called upon Mayor Rodenbeck yesterday and the reception was talked over. A committee was named to take the first steps in making arrangements for the reception. This committee consists of Mayor Rodenbeck, Hon. Henry C. Brewster, Hon. Frederick Cook, B. Dunn, Henry Hebing, Captain Henry Lomb, Frank Fritzsche and John M. Ives.

This is a representative committee. In the person of the mayor, the city is represented; in President Brewster, Second Vice-President Thomas B. Dunn and Secretary Ives, the Chamber of Commerce has a delegation. Mr. Cook is a representative business man and the president of the Rochester Maennerchor, while the other gentlemen named, with Mr. Cook, are representative German-Americans.

This committee will meet this afternoon to appoint the different sub-committees necessary to carry out the programme that will be formullated later. The reception committee will belarge and will include many leading citizens. The German element in the population will be well represented.

While no programme has been decided upon, there are several features that are pretty sure to be incorporated in it. The gentlemen of the committee are unanimous in saying that the reception will be as elaborate as the limited time and circumstances will permit. There will be music by the Rochester Maennerchor and possibly by a band. Mayor Rodenbeck will speak and will be followed by other Rochester men, including some of the Germans.

The prince will not leave his train, it is understood, but will be welcomed as he stands on the rear platform of his coach. Owing to the limited space in the train shed, admission will probably be by ticket. The committee has a surprise in store for the prince and the crowd, but what this is the gentlemen refuse to make public at so early a date. Several ideas have suggested themselves to members of the committee and these will all be brought before the meeting to-day. Action may not be taken on some of them, however, until later.

The prince will arrive from Buffalo and Niagara Falls at 8:15 o'clock at the New York Central station. The train that will carry the royal party and the members of the general committee of Americans over that part of the country to be visited will be a handsome one of seven coaches.

The prince will stop but fifteen minutes in Buffalo and ten minutes in Syracuse. Rochester, therefore, is given rank over both of those cities. This may be due to the fact that this city planned to give Prince Henry an elaborate reception when it first became known that he would pass through Rochester. Hon. David J. Hill, first assistant secretary of state, is chairman of the president's delegation sent out with Prince Henry. Because of this fact, Rochesterians are making greater effort to do homage to the royal visitor. Secretary Hill, as is known, is a former president of the University of Rochester.

The full itinerary of the prince and his party was published yesterday morning in the Democrat and Chronicle.

FOR PRINCE HENRY

Elaborate Preparations To Receive Him.

COMMITTEE ON ARRANGEMENTS

Herald Feby. 20/02

Met at the Chamber of Commerce Yesterday Afternoon, and Considered Ways and Means To Fittingly Receive the Distinguished German Guest.

Rochester will give Prince Henry a royal greeting when he arrives here; one that will be in every way appropriate and in keeping with the station of the distinguished guest. The Prince has given to Rochester more time than he gives to Buffalo, Syracuse or any of the other cities at which he proposes to stop. Buffalo gets only fifteen minutes, Syracuse ten minutes and the others only the few minutes that it takes to run through the town with the necessary stops for train dispatchers' orders. And for this evidence of his interest, Rochester is to show the royal German that American hospitality is not an idle boast, nor is it confined to a few people.

The committee of eight that has charge of the reception to the Prince, consisting of Mayor Rodenbeck, Hon. Henry C.

of Labor Disputes.

The plan for the settlement of strikes reported in New York yesterday at the first meeting of the executive committee of thirty-six appointed by the Natee of thirty-six appointed by the National civic federation, seems to be conceived in the spirit of wisdom.

It provides that whenever any strike or lockout of more than local magnitude is threatened the chairman of the executive committee shall appoint a conciliation committee of nine members, three from each of the groups of the executive committee, representing labor, capital and the public. To this committee is entrusted the duty of inquiring into the threatened disturbance and to try to effect an amicable settlement. Should the efforts of the committee be ineffective, the parties to the controversy may, if they desire, select from the executive committee a board of four, two representing labor and two capital, to attempt a settlement. In case an umpire is required, the four members of the board may select a fifth from the division of the executive committee representing the public. Should the controversy be of a magnitude to warrant such action, the officers of the executive committee shall call a meeting of the entire committee to consider the situation and to take what action may be thought desirable. In the case of local disturbances, the executive committee may appoint auxiliary committees to deal with them in accordance with the general purpose of the industrial department of the Civic federation.

The feature of this plan to be commended is its voluntary character. All parties interested in the settlement of labor controversies agree that they will settle them in a certain way. This is an indication of good feeling that promises to be much more fruitful than the coercive feature of the New Zealand and Australian plans of mediation and arbitration. Coercion in itself is an instrument of discord, and when used in the interest of peace involves something like a contradiction.

Herald 2/20/02

CITY NOT AFFECTED.

Barnes School Bill Amendment Favored by Two Legislative Committees.

A special despatch to The Post Express from its staff correspondent in Albany, says:

Albany, Feb. 19.—Rochester will not be affected by the Barnes-Coons school bill, unless the legislature overrides the reports of the senate and assembly committees.

"Both bodies met this morning and voted to report the bill so amended that Rochester is exempted. This action is a victory for Assemblyman Richard Gardiner, in the lower house, and for Senator Lewis, in the upper one. They have been at work since their return to Albany on Monday to accomplish this result and they have been successful.

"Chairman Kelsey, of the assembly cities committee and Senator White, of the senate committee, stood by the Rochester representatives in this matter and their influence contributed much to the results. Syracuse is also exempted in the report of the assembly committee. It looks now as if the Barnes's bill, if it ever passes, will apply only to the city of Albany."

The following communications were received to-day by Secretary Ives, of the Chamber of Commerce:

Albany, Feb. 18, 1902.

John M. Ives, Esq., Rochester, N. Y.:

My Dear Mr. Ives—I have your favor of the 14th instant, and beg to confirm by letter what I said to you over the 'phone yesterday, that the people in Rochester may safely rely upon it that their local representatives in the legislature will be able to prevent the passage of the Barnes bill, unless it shall contain a specific clause preventing its application to our city.

The public expression of disapproval which has been made was natural, but unnecessary so far as I am concerned, for I do not intend, as a member of the legislature, to be a party to any legislation designed either to destroy or curtail the powers of our Board of Education in the performance of its duties.

While the contest last fall over the reelection of several members of the board developed a wide difference of opinion among our citizens as to some of the methods adopted by the Board of Education, it was entirely separate from any suggestion that either the method of choosing the members of the board or the organic law under which they are chosen, should be substantially changed, and I assure you that no one will be more zealous than I in now protecting them from legislative attack of the kind embraced in the bill in question.

Yours truly,

W. W. Armstrong.

Albany, Feb. 18, 1902.

John M. Ives, Esq., Rochester, N. Y.:

Dear Sir—Your favor of the 14th is at hand and I thank you for the same.

I would state that Assemblyman Gardiner has prepared an amendment to the Coon bill which is the designation of the contempt in the assembly of the Barnes bill as introduced in the senate, which amendment exempts the city of Rochester from the action proposed to be taken in the bill.

Yours very truly,

G. H. Smith.

TOPICS OF THE DAY.

Democrat & Chronicle Feb. 20/02

THE COMING OF THE PRINCE.

Prince Henry will be with us in a very little while.
Our committee's been appointed to receive his nibs in style;
We shall trim the Douglass statue and bedeck it's form or two.
And fly the German emblem with the red and white and blue;
When it comes to meeting princes, why, we're willing to go broke—
The freedom of the town is his—Gesundheit, Heinrich, hoch!

Our mayor will greet his highness in the good old German tongue,
He used to sling it glibly in the years when he was young,—
Though now that he's in politics and under George's sway,
He uses simple English—for he hasn't much to say;
We have a band all ready that can play "Die Wacht am Rhein"
In syncopated passages, the same which is rag time.

Our aldermen will turn out, and our supervisors, too;
The firemen and policemen will be drawn up for review;
As it isn't very often that a real prince comes to town,
This time we are determined that the thing shall be done brown;
So here's to you, Prince Henry, and the Hohenzollern folk,
The freedom of the town is yours—Gesundheit, Heinrich, hoch!

FEBRUARY 20, 1902.

Democrat

PLAN TO SETTLE LABOR DISPUTES

PRESENTED BY COMMITTEE OF CIVIC FEDERATION.

METHOD OF CONCILIATION

REPRESENTATIVE COMMITTEE OF NINE PROVIDED FOR.

HARMONIOUS MEETING

A Step Toward Industrial Peace Taken by the Executive Committee of Thirty-six, Thirty of Whom Were Present at the Meeting — Their Arbitration Plan Outlined.

New York, Feb. 19.—The first meeting of the executive committee of thirty-six, appointed through the National Civic Federation to arbitrate labor troubles, was held here to-day with Senator Hanna in the chair. The object of the gathering was to receive a report on a working plan by means of which strikes, lockouts and other forms of disputes between capitalists and the laboring class may be settled.

This plan was presented by a sub-committee in the form of a set of by-laws which provide that the chairman of the executive committee of the federation shall appoint a committee on conciliation, to consist of nine members, three of whom shall be selected from each group of the executive committee, representing capital, labor and the general public, whose duty it shall be, at the request of the chairman, upon information of threatened strike or lockout of more than local magnitude, to use its good offices in restoring harmonious relations, reporting its action to the executive committee.

Should the efforts of the conciliation committee prove ineffective and should both parties to the dispute desire the service of the executive committee, it is directed that they may be invited to select two employers and two wage earners from the executive committee to serve as an arbitration board. Should the four find it necessary to appoint an umpire to finally decide the dispute they may select a fifth member from the division representing the public.

Should a controversy seem of such magnitude as to justify such action, the officers of the executive committee shall be authorized to call a meeting of the entire executive committee to consider the situation and take such action as may, in its judgment, be required. The executive committee may appoint auxiliary committees to deal with local disturbances, the rules governing the same to be in harmony with the general purpose of the industrial department.

At the close of the meeting Senator Hanna said: "The meeting was very satisfactory. Thirty out of the thirty-six members were present and the spirit displayed was splendid. We feel delighted with the results of our efforts towards utter harmony between capital and labor."

Among those who attended the meeting were Senator Hanna, Cornelius N. Bliss, Oscar S. Straus, Charles Francis Adams, of Boston; Archbishop Ireland, Bishop Potter, Charles W. Eliot, president of Harvard University; John G. Milburn, of Buffalo; Charles J. Bonaparte, of Baltimore; Charles A. Moore, H. H. Vreeland, Marcus M. Marks, James A. Chambers, William H. Pfahler, Samuel Gompers, president of the American Federation of Labor; John Mitchell, president of the United Mine Workers of America; Frank P. Sargent, grand master of the Brotherhood of Locomotive Firemen, and Theodore J. Shaffer, president of the Amalgamated Association.

Democrat & Chronicle Feb. 25th 1902

GIFTS FOR THE GERMAN PRINCE

HE'LL GET AN ALBUM AND A CAMERA IN ROCHESTER.

PLANS FOR RECEPTION

ANOTHER MEETING OF THE COMMITTEE OF ARRANGEMENTS.

FLAT CAR FOR MAYOR

His Honor and the Others Who Are to Welcome the Royal Visitor to Rochester Wednesday Night of Next Week to Have a Little Special Car of Their Own at the Station.

Prince Henry, of Prussia, is to be in Rochester one week from to-morrow night. The arrangements committee of eight, appointed last week, met yesterday afternoon and practically completed the programme for the welcome to the royal visitor. The programme, subject to possible change, is as follows:

Entrance of the special train at 8:30 o'clock, through an aisle of red light.

Playing by the Fifty-fourth regiment band of "Die Wacht am Rhein," as the train pulls into the New York Central station.

Introduction of the prince by Ambassador Von Holleben, of Germany, to Mayor Rodenbeck and the committees.

Address of welcome by Mayor Rodenbeck.

Presentation address by Hon. Henry C. Brewster, president of the Chamber of Commerce.

Presentation of an album, given by the Chamber of Commerce.

Presentation of a handsome kodak and a large quantity of American Beauty roses.

Singing by sixty male voices of the Rochester German singing societies as the train pulls out of the station.

The album will contain twenty-four views of Rochester. It is now being made from special material and entirely by Rochester workmen. The album will be about 14x17 inches when closed and will open the long way. The cover and the title pages will be rich, but plain. The title page is of heavy tinted yellow paper, bearing the inscription, "Presented to His Royal Highness, Prince Henry, of Prussia, by the Rochester Chamber of Commerce, March 5, 1902."

The first picture will show the Chamber of Commerce building and the last an American beauty rose, symbolical of the Flower city. The views inside are those of the principal buildings and places of interest, including the city parks. Rochester leads in the manufacture of photographic materials, and it is fitting that the prince should take away with him the handsomest kodak ever made here. It is being put together under the personal supervision of George Eastman and will be given by Mr. Eastman.

The trainshed will be brilliantly lighted, many electric lights being added to the usual number, and red lights will be placed along the track. These will be burned as the special train enters and when it departs. The engineer and trainmen will receive instructions regarding them, so that there will be no mistake in taking them for danger signals. This point was brought out by officials of the New York Central.

Owing to the time limit of 20 minutes, the prince will not leave his train, but will appear on the rear platform. Efforts will be made to have him stand there as the train pulls out, so that such persons as have not been able to get into the trainshed will be able to get a glimpse of the royal visitor. Regret is felt that the thousands expected at the station cannot all be admitted to the trainshed. But the public will be accommodated as far as possible and all that the shed will hold comfortably will be permitted to enter.

The National Guard companies will be stationed at either end of the station and will allow no one to pass the ropes. There would be danger of people getting hurt were these ends opened. Admission to the shed will be gained at the opening on the south side, where officers will be placed, with instructions as to how to pass the people in.

A part of the shed will be roped off and no one allowed inside this section unless he has the badge entitling him to admission. The badges will be given to the members of the committee of arrangements, the reception committee, the German singing societies, the German army veterans, the band and a few guests.

On a flat car that will be backed up against Prince Henry's private car, will be Mayor Rodenbeck, the committee of arrangements and members of the reception committee. A platform cannot be erected because it would interfere with the passage of trains.

Superintendent J. P. Bradfield, of Buffalo, of the western division of the New York Central, called on Secretary Ives last week and announced that his road would do all in its power to make the welcome here a success. He gave permission for the use of the flat car and said he believed the arrangements could be made so that no trains would enter or depart from the station during the 20 minutes that Prince Henry is being entertained here. The government mail trains cannot be interfered with, Superintendent Bradfield said, but unless the trains were off schedule there would be none in between 8:30 and 8:50 o'clock Wednesday night. No. 50, the Atlantic express, is [illegible]

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within the 20 minutes, but it will be an easy matter to hold this train at some way station.

The special will come in on track No. 3 from the west. There is some uncertainty as to the time of its arrival in Rochester. Mayor Rodenbeck and Secretary Ives have been informed by Assistant Secretary of State Hill, who mapped out the itinerary, that Rochester would be reached at 8:15 o'clock. The New York Central officials have the time 8:20, and Secretary Ives believes that possibly the time has been changed to 8:30. He thinks the train will probably leave Niagara Falls at 6:15 and arrive here at 8:30, giving 2 hours and 15 minutes running time.

Owing to a press of business, Mayor Rodenbeck was unable to attend the meeting of the committee of eight yesterday, and therefore the additional committees have not been announced. Colonel James S. Graham has been added to the committee of arrangements and appointed marshal of the day. It is believed that there will be from 30,000 to 35,000 people about the station applying for admission and the militia will be needed.

The prince stops but 15 minutes in Buffalo and only 10 minutes in Syracuse. So far as is known here, neither of those cities has made any arrangement for a demonstration. Rochester is especially favored, and it is due to the efforts of Assistant Secretary of State David J. Hill, former president of the University of Rochester, that such is the case.

The album to be presented to the prince calls for a brief description. The views were enlarged especially for the book and the inscription in black letters underlaid with gold was done by hand by S. C. Williams. Henry C. Moore is doing the binding. The mechanical part of the pictures was done by Henry Flun, of the Eastman company.

The next meeting of the committee of eight will be held Friday afternoon at 4 o'clock, at which time it is hoped to announce the various committees.

GREAT CANALS OF THE WORLD

THEIR COMMERCE, COST AND DIMENSIONS.

NINE BIG WATERWAYS

INTERESTING STATISTICS CONCERNING EACH OF THEM.

SUEZ THE LARGEST

Constructed at a Cost of $100,000,000 in Ten Years' Work—Operations of the Welland and Sault Ste. Marie Canals—Some of the Waterways of Europe.

Washington, Jan. 12.—"Great Canals of the World" is the title of a study prepared by the treasury bureau of statistics for publication in the forthcoming volume of the Monthly Summary of Commerce and Finance. It shows the commerce, cost and dimensions of the great canals of the world, especially those connecting great bodies of water and which may be properly termed ship canals.

Ship canals connecting great bodies of water and of sufficient dimensions to accommodate the great modern vessels plying upon such waters are of comparatively recent production and few in number. The one great example of works of this character which has been a sufficient length of time in existence and operation to supply satisfactory data as to cost of maintenance and operation and practical value to the commerce of the world is the Suez canal, and for this the available statistics begin with the year 1870, while its new and enlarged dimensions only date from the year 1896. For the Sault Ste. Marie canal, connecting Lake Superior with Lake Huron, statistics date from 1855, though for the canal in its present form they cover but about four years. Statistics of the Welland canal date from 1887, but for the canal in its present enlarged form cover only two years of operation. The other great ship canals of the world are of much more recent construction and data regarding their operation therefore cover a comparatively brief term, and in some cases are scarcely at present available in detail.

The artificial waterways which may properly be termed ship canals are nine in number, viz.:

1. The Suez canal, begun in 1859 and completed in 1869.
2. The Cronstadt and St. Petersburg canal, begun in 1877 and completed in 1890.
3. The Corinth canal, begun in 1884 and completed in 1893.
4. The Manchester ship canal, completed in 1894.
5. The Kaiser Wilhelm canal, connecting the Baltic and North seas, completed in 1895.
6. The Elbe and Trave canal, connecting the North sea and Baltic, opened in 1900.
7. The Welland canal, connecting Lake Erie with Lake Ontario.
8 and 9. The two canals, United States and Canadian, respectively, connecting Lake Superior with Lake Huron.

The description which is given of each of these great waterways shows that the length of the Suez canal is about ninety miles, the cost $100,000,000, the present depth thirty-one feet, width at bottom 108 feet and at the surface 420 feet, and that the number of vessels passing through it has grown from 486 in 1870 to 1,494 in 1875, 2,026 in 1880, 3,389 in 1890, and 5,441 in 1900. The tolls charged are about 82 per net registered ton.

The Cronstadt and St. Petersburg canal, which gives a passage way for great vessels to St. Petersburg, is sixteen miles long, including the deepening of the bay channel, twenty and one-half feet in depth, and the total cost estimated at $[illegible]. The number of vessels passing through the canal in 1900 was [illegible], of which 1,[illegible] were steamers. The tolls collected [illegible] amounted to $[illegible].

The Corinth canal is four miles in length, twenty-six and one-quarter feet in depth, seventy-two feet wide at the bottom, cost about $5,000,000, and reduces the sailing distance about 175 miles. The average tolls charged are 18 cents per ton and 20 cents per passenger.

The Manchester ship canal, which connects Manchester, England, with the Mersey river and Liverpool, was opened in 1894. Its length is 35 1-2 miles, depth 28 feet, width at bottom, 120 feet, and at the surface 175 feet, and cost, $75,000,000. The commerce on the canal shows a growth from 879,204 tons in 1895 to 1,402,320 tons in 1900.

The Kaiser Wilhelm canal, which connects the Baltic and North seas through Germany, is 61 miles in length, 29 1-2 feet in depth, 72 feet wide at the bottom, 192 feet wide at the surface, and cost about $40,000,000. The number of vessels passing through it has increased from 19,960 in 1897 to 20,093 in 1900, of which number 16,776 were sailing vessels. The tonnage in 1897 was 1,848,458, and in 1900, 4,282,094. An additional canal connecting the same bodies of water by way of the Elbe and Trave rivers was opened in 1900. Its length is 41 miles, depth 10 feet, width 72 feet, and cost $8,000,000.

The great North Holland canal, which connects Amsterdam with the sea, cut in 1845 but deepened at a later date, has now a depth of 20 feet, a width of 125 feet at the surface. The Caledonian canal, which connects the Atlantic and North Sea through the north of Scotland, is 17 feet in depth, 50 feet in width at the bottom, 250 miles long, cost $7,000,000, and is at its highest point 94 feet above sea level. The Canal du Midi, cut through France from Toulouse on the Garonne to Cette on the Mediterranean, a distance of 150 miles, is 6 1-2 feet deep, sixty feet wide, and 600 feet above sea level at its highest point, and has 114 locks; total cost, $3,500,000.

In America the canals connecting the Great Lakes are the principal ship canals and are three in number: The Welland canal, originally constructed in 1833 and enlarged in 1871 and 1900; the Sault Ste. Marie, or St. Mary's river canal, opened in 1855 and enlarged in 1887; and the Canadian canal at St. Mary's river, opened in 1895. The American and Canadian canals at St. Mary's Falls are practically identical in location and dimensions, and are used interchangeably by vessels engaged in commerce, as convenience may dictate. The depth of the canals at the St. Mary's river is sufficient to accommodate vessels drawing twenty feet of water. The American canal was originally constructed by the state of Michigan, but subsequently taken charge of by the United States and enlarged at a cost of $2,150,000. The cost of the Welland canal was about $30,000,000, largely due to the fact that 25 locks are required in surmounting the rise of 327 feet in the distance of 27 miles.

The number of vessels passing through the canals at St. Mary's river has greatly increased during the past few years, while the number passing through the Welland canal has materially decreased; the number passing through the St. Mary's canals being in 1873 2,517, and in 1901 20,041, of which 15,837 passed through the United States canal, and 4,204 through the Canadian. The number of vessels passing through the Welland canal has decreased from 6,425 in 1873 to 2,204 in 1899. The marked contrast between the business of the St. Mary's Falls and Welland canals is largely due to the fact that the freights originating in the Lake Superior district are chiefly discharged at Lake Erie ports, and those destined for the Lake Superior regions are chiefly produced in the section contiguous to Lake Erie, the Lake Superior freights being chiefly iron, copper and grain, and the Lake Erie freights for Lake Superior, coal and manufactures.

The business of the St. Mary's Falls canals by far surpasses in volume that of any other canal of the world, the freight tonnage of the American and Canadian canals combined being in 1901 24,626,976 registered tons, while the net tonnage of the Suez canal in 1900 was 9,378,152 tons, and that of the Kaiser Wilhelm canal 4,282,094 tons.

PRINCE HENRY'S VISIT

ARRANGEMENTS FOR RECEPTION IN ROCHESTER MARCH 8TH.

Committee of Chamber of Commerce and Citizens—Presentations to Be Made—Arrangements Finished—German Societies Will Sing.

The special train bearing Prince Henry of Prussia and his suite to Rochester will enter the New York Central station at 8:30 o'clock Wednesday night, March 8th, through an avenue of red lights.

The royal party will be greeted by the strains of "Die Wacht am Rhein," played by the Fifty-fourth Regiment band.

The local reception committee will greet the prince on a platform erected on a car immediately adjoining Prince Henry's private car, the introduction being performed by the German ambassador, Von Hollenben.

Mayor Rodenbeck will deliver an address of welcome on behalf of the city of Rochester.

Hon. Henry C. Brewster, on behalf of the Chamber of Commerce, will present to the prince an album containing twenty-four views of Rochester; a bouquet of American Beauty roses and a handsome Kodak camera.

The programme will be concluded by a chorus of greeting, sung by sixty male voices from the Rochester German singing societies.

[illegible] IMPORTANT QUESTIONS.

Cheaper Water, More Fire Apparatus and Vincent Street Bridge.

The public improvement committee of the Chamber of Commerce held a prolonged session yesterday afternoon, but at the adjournment announcement was made that the committee was not ready to report. The three important matters to be brought up were cheaper water rates for manufacturers; the necessity of additional and improved fire apparatus and the condition of Vincent street bridge.

At the last meeting of the Chamber of Commerce the evening was given up to the reading of papers and discussion bearing on cheaper water rates in Rochester. Papers read by Commissioner McClintock, of the department of public works, and City Engineer Fisher were referred to the committee on public improvements, and the question was taken up yesterday by the committee, of which Colonel Graham is chairman.

While rates are believed to be too high, the solution of the matter is another thing, and time is required to frame recommendations. Secretary Ives said after the meeting that the committee and the chamber as a whole favored cheaper water rates, additional fire apparatus and a new bridge at Vincent street, provided the matters could be carried out legitimately. For the sake of getting a clearer idea of the situation, a committee was appointed from the public improvement committee to talk matters over with Mayor Rodenbeck at the earliest possible opportunity. The sub-committee is made up of James S. Graham, chairman; C. C. Clark, George C. Buell, E. J. Burke, Abraham Katz and John Alden.

The public improvement committee was instructed by the chamber to make a report on the water question at the next monthly meeting, which will be held Monday night. It may be, however, that the report will not be ready at that time. Said a member of the chamber yesterday:

"The Chamber of Commerce realizes that these three matters are of vital importance to the city's welfare, and at least one of them to the city's safety. The chamber recognizes the fact that these things cannot be rushed through, but also knows that delay in any of them is detrimental to the city. We must have cheaper water rates to the manufacturers or we cannot build up the city. Manufacturers will go elsewhere. Our fire apparatus is not what it should be, and if there was a large fire in the city we would be at a great disadvantage. The closing of Vincent street bridge is a necessary evil, but is a source of great inconvenience. We have too few river bridges, without being obliged to close any of them. I do not mean that a mistake was made in closing the bridge, but rather that there should be a new one erected at once, if possible."

Democrat and Chronicle Feb. 28th 1902.

MAYOR CHAPERONED BY CITY ENGINEER

Inspects Public Bath House and Vincent Street Bridge.

POLICE STATION TO-DAY

Determining Need of Appropriations for Repairs—His Honor Visited by Committee From Chamber of Commerce—Fire Department Needs.

That the preparation of a tax budget cannot be done entirely with a pencil and piece of paper and the holding of discussions around a large table, can be vouched for by Mayor Rodenbeck. The necessity for certain repairs and improvements to property and structures owned by the city has been brought to his honor's attention by department officials, and yesterday the mayor took several short tours of inspection for purposes of personal observation.

Previous to his forenoon trip, he was waited upon by the members of the public improvement committee of the Chamber of Commerce, Colonel James S. Graham chairman. The committee had an extended conference with the mayor on various subjects.

The question of what was best to do with regard to Vincent street bridge was considered, as was the appropriation necessary for the completion of the waterworks system, including the erection of a new gatehouse and better connections at Mt. Hope and Rush reservoirs. Another and very important matter, in the minds of the committee, was in relation to the better equipment of the fire department.

While his honor did not care to state the opinions expressed by his visitors, it was learned from another source that the committee urged liberal appropriations for the waterworks and fire departments. The contention was advanced that the safety of the immense manufacturing plants and business blocks depended upon the waterworks and the efficiency of the fire department, and that without such things industries would not feel encouraged to come to Rochester.

The question of water rates, one which has been a fruitful topic for discussion at the Chamber of Commerce meetings, was referred to incidentally, but the main purpose of the visit was with regard to matters that will be affected by the tax budget this year.

No conclusions were arrived at, as the mayor must first discuss the various questions with the other members of the board of estimate and apportionment. Of course this [illegible] the same matters [illegible]

[illegible] the committee from the chamber will be considered when the board meets to-morrow morning to complete the budget.

After the committee from the chamber had departed, the mayor accompanied City Engineer Fisher on a visit to the public bath house on South avenue, to see what repairs were needed this year. The walls are badly cracked, and the mayor agreed with Mr. Fisher that some provision should be made for repairs. It was his first visit to the bath house and he was somewhat surprised at the information imparted by Attendant Bamber regarding the patronage of the baths.

The mayor was asked what the chances were for the appropriation of $15,000 for a bath house on the West Side. He replied that it had been put in the budget tentatively, but that the board had not passed on it. Personally, he favored the erection of a bath house on the West Side if it was thought that the city's finances would permit, as he was convinced by talking with Mr. Bamber that the public baths were popular.

In the afternoon the mayor and the city engineer took another jaunt, this time to view the Vincent street bridge. The mayor was asked, when he returned, to express an opinion, but with a smile replied that he was not an expert engineer. He did say that the bridge did not impress him very favorably, as regarded its apparent strength. Mr. Fisher has been directed by the council to submit an estimate of the cost of putting the bridge in a safe condition, but it will not be possible for him to do so until after the tax budget has been given to the council.

The mayor stated late yesterday afternoon that the question to consider was whether to appropriate money for repairs, or to place it as a sinking fund for the redemption of bonds that might ultimately be issued for the erection of a new bridge. This problem will be up for the board of estimate to solve to-morrow morning, along with the others.

City Engineer Fisher has recommended an appropriation for improving the police station gymnasium, and Commissioner Gilman has asked the board to grant it. The mayor expected to visit the police station yesterday, but found it impossible to do so, because of his late return from his other trips, following which he had considerable work to do at his office.

The police gymnasium matter suggested inquiries as to the truth of a rumor that there would be some radical police department changes soon. He was asked if there was any thought of abolishing the detectives and assigning patrolmen in plain clothes to do detective work as required.

"I have only heard the subject discussed informally on the streets," said his honor, "It has never been considered officially."

HELD A LONG SESSION.

Chamber of Commerce Trustees Discuss City's Pressing Needs.

Three important matters are being discussed by the Chamber of Commerce, namely, cheaper water for manufacturers, additional and up-to-date fire apparatus and a new bridge at Vincent street. Tuesday the public improvement committee of the chamber discussed the questions for several hours and appointed a sub-committee to confer with Mayor Rodenbeck. This committee met the mayor Wednesday and yesterday reported at the joint meeting of the board of trustees and the executive committee of the chamber.

Nothing regarding that report was made public at the close of the executive session. The reports were submitted by President Brewster and Chairman Graham, of the committee on public improvements, Commissioner of Public Works McClintock, himself a member of the board of trustees, was present.

The meeting lasted from 4:30 until after 6 o'clock, and there was a general discussion of the importance of action, but the proceedings were of such a nature that it was not deemed wise to make them public. It is known, however, that the Chamber of Commerce favors liberal appropriations for the purposes mentioned.

These matters, with the convention hall and public market projects will occupy the attention of the chamber at its monthly meeting next Monday night. H. H. Rich, president of the Central Lyceum Bureau, will give an illustrated lecture on convention halls. The views will show plans of a hall. Hon. George A. Benton will also talk on the hall project, presumably on a scheme to build the hall in connection with the Masonic temple now under construction. W. Campbell, of the McCurdy & Norwell Company, has a hall plan to propose to the Chamber of Commerce. He will talk about it Monday night. Mr. Campbell recently came here from Milwaukee, and he will describe the hall there and the work of the Milwaukee Chamber of Commerce.

Colonel Graham will report on the papers on cheaper water rates read at the January meeting by Commissioner McClintock and City Engineer Fisher. The papers were referred to the committee on public improvement and Colonel Graham, as chairman of this committee, will report back Monday night.

The following individuals and firms were elected members of the chamber: Nathaniel Foote, attorney, Rochester Savings Bank building; R. Nell Borgess, attorney, Powers building; K. George Minges, wholesale coal dealer, Main street east and North Goodman street; Thomas J. Neville, deputy commissioner of public works; W. W. Robacher, Rochester Disinfectant Company; J. A. Hines Company, millers; D. W. Krimball, manager Oliver chilled plow works, 3 Joiner street; Charles B. Colby, wall paper, 37 State street; W. W. Smith, dentist, 67 East avenue; L. L. Horton, wholesale produce, Chamber of Commerce building; B. F. La Salle, dentist, 138 Main street east, Brown & Poole, attorneys, Powers building.

Post Express. Feb. 28th, 1902.

PUBLIC IMPROVEMENT

CHAMBER OF COMMERCE WILL DISCUSS SEVERAL MONDAY NIGHT.

Its Committee Will Report on Matter of Cheaper Water Rates, New Fire Apparatus and Vincent Street Bridge—Convention Hall Projects.

The Chamber of Commerce will hold its regular monthly meeting next Monday night. One of the matters which, it is expected, will occupy its attention will be a report from the committee on public improvements. This committee held an executive meeting last Tuesday and discussed the questions of cheaper water for manufacturers, the need for additional improved fire apparatus, and the new Vincent street bridge. No report of this meeting was given out for publication, and a sub-committee was appointed to confer with Mayor Rodenbeck upon the matters under discussion. A conference was held with the mayor Wednesday and yesterday the sub-committee presented a report to a joint meeting of the board of trustees and the executive committee of the chamber. It is this report which will probably be made public Monday night.

The matter of a convention hall for Rochester will also be brought before the meeting. H. H. Rich, president of the Central Lyceum bureau, will give an illustrated lecture on convention halls. The views will show plans of a hall. Hon. George A. Benton will also talk on the hall project, presumably on a scheme to build the hall in connection with the Masonic temple now under construction. W. Campbell, of the McCurdy & Norwell Company, has a hall plan to propose to the Chamber of Commerce. He will talk about it Monday night. Mr. Campbell recently came here from Milwaukee, and he will describe the hall there and the work of the Milwaukee Chamber of Commerce.

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March 1st 1902.

ESTER DEMOCRAT

TO SEE PRINCE HENRY, GET AN EARLY START

All People Will Look Alike at the Trainshed Entrance.

NONE TO BE FAVORED

Members of Committee Won't Have to Join the Crush, of Course, But Otherwise There Will be no Distinction—No Crowding in the Shed.

While the newspapers are publishing long accounts of the receptions and entertainments in honor of Prince Henry of Prussia, the local committee of arrangements is busy preparing the welcome that Rochester is to give the brother of the German emperor next Wednesday night when his special train stops for twenty minutes at the New York Central station. It will be about the most interesting twenty minutes ever recorded for Rochester. Practically all the arrangements have been made for the reception, what are believed to be the finishing touches having been put on yesterday afternoon at the meeting of the reception committee.

Prince Henry will know that he has "struck" Rochester some minutes before the train stops. Red lights are to be burned on the tops of high buildings at the approach of the train. Assistant Secretary of State Hill will be notified of this feature of the programme. Fireworks will be touched off and there will be speeches, instrumental and local music, the latter of the good old German sort, and presentations to the prince.

Mayor Rodenbeck attended the meeting of the committee of arrangements yesterday afternoon in the Chamber of Commerce rooms. When the committee had finished its business nothing remained to be done, as far as could be learned [illegible] plans for the reception.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

...special train will soon bring the train-shed of the New York Central station at 3:30 o'clock. About 6 minutes before this time the red lights on the high building will be touched off, and this will be the signal for the burning of the red lights along the track to the west of the train-shed. The entrance of the train will be the signal for a salute of twenty-one guns to be fired by the Second Division of the Naval Militia, under command of Lieutenant E. N. Waldbridge. This is the salute of a German admiral.

As soon as the train enters the shed the Fifty-Fourth Regiment band will strike up "Die Wacht am Rhein." When the train has stopped the German singing societies, ninety strong, will thrill the visitor's heart with "We Greet You," in German. The German ambassador will then introduce the prince and the address of welcome will be delivered by Mayor Rodenbeck. President Brewster, of the Chamber of Commerce, will follow with a brief presentation speech and then hand to Prince Henry the album that the Chamber of Commerce is to give him. It is a beautiful book, measuring 18x15 inches closed, bound in bull leather, black, with "Rochester," and the date in gold. The heavy paper is cream-tinted, and the twenty-four views of the city are gems. They are photographed on the paper and the finish attests the proficiency of the photographer. As a memento of the leading city in the world in this industry, it is a prize. It is handsomely bound, and the whole is the product of Rochester workmanship.

The reception committee will not be published. The arrangement committee believes that the better course is merely to send out badges to such as have been selected to serve on the committee. Reserved space is not to be set aside for ladies. The capacity of the trainshed is limited and such room as remains after the ropes are stretched for the reception committee and a few guests, is to be for the public in general.

Prince Henry will doubtless find much to interest him in the handsome album that the Chamber of Commerce is to give him. It is a beautiful book, measuring 18x15 inches closed, bound in bull leather, black, with "Rochester," and the date in gold. The heavy paper is cream-tinted, and the twenty-four views of the city are gems. They are photographed on the paper and the finish attests the proficiency of the photographer. As a memento of the leading city in the world in this industry, it is a prize. It is handsomely bound, and the whole is the product of Rochester workmanship.

Herald
Mar. 3, 1902.

GEORGE MOSS DEAD

Well Known and Popular Citizen Passes Away.

HEART FAILURE THE CAUSE

Deceased Was Deputy Secretary of State Under Allen C. Beach—Came to Rochester as Managing Editor of the Union—Later Was Secretary of the Chamber of Commerce.

George Moss, one of the best known citizens of Rochester died suddenly at an early hour yesterday morning at his home on Lake Avenue, being taken away by heart disease without previous warning. He was in his usual health on Saturday and spent several hours down town in the afternoon. Nor did he complain of illness when he retired in the evening. He awoke his wife about 2 o'clock in the morning with his labored breathing and almost the next minute ...

Rochester Chamber of Commerce

The next regular meeting of the Corporation will take place

Monday Evening, March 3, 1902,
at eight o'clock,

At which time will be discussed two important questions, viz:

A PUBLIC MARKET,
A CONVENTION HALL.

The principal speakers will be:

J. Y. McCLINTOCK,
Commissioner of Public Works.

GEO. A. BENTON, *Surrogate.*

H. H. RICH, ESQ.,
Pres. Central Lyceum Bureau.

W. H. CAMPBELL,
of McCurdy & Norwell Co.

Will not you personally make an effort to attend this meeting? Many new and important facts will be presented.

At the conclusion of the meeting luncheon will be served by Teall.

JOHN M. IVES, *Secretary.*

Rochester, N. Y.,
February 28, 1902.



GEORGE MOSS.

Mr. Moss was born in Kingston, Canada, about fifty years ago and for twenty years he was a resident of Rochester. He was until recent years always identified with newspaper work and he never lost his interest in the business or in newspaper men.

The first work Mr. Moss did as a young man was on the staff of the Ottawa Citizen. After a short apprenticeship he went to Watertown as the editor of the Watertown Despatch, where some of his best newspaper work was done and where he acquired a reputation and gained an acquaintanceship that extended throughout the state. Shortly after going to Watertown he married Miss Gertrude Buck, sister of George and Russ Buck, who later were for many years the managers of the Powers Hotel in this city.

Mr. Moss identified himself closely with the political and financial interests of Watertown, gaining the friendship of the leaders of finance and politics in Northern New York, who always in his after life continued that friendship and confidence towards him. He was a close personal friend of the late Roswell P. Flower and represented that magnate in a number of deals in this part of the state after he took up his residence in this city.

In 1877 Allen C. Beach of Watertown was elected Secretary of State and he offered Mr. Moss the position of Deputy Secretary of State, a position he held for two years until Mr. Beach retired.

Mr. Moss came from Albany to Rochester after his term as Deputy Secretary of State expired and assumed the position of managing editor of the Union and Advertiser. He was the acting editor in chief of the paper during the famous Presidential campaign of 1884 when, for personal reasons, the editor in chief, William Purcell, took a vacation in Europe until Grover Cleveland was elected.

Mr. Moss retired from active newspaper work to accept the position of secretary of the Chamber of Commerce, succeeding J. B. Y. McClintock, the present Commissioner of Public Works. In that position Mr. Moss continued as secretary of the Chamber of Commerce until three years ago, when he retired and was succeeded by John M. Ives, the incumbent. After Mr. Moss withdrew from active newspaper work on the Union and Advertiser, over ten years ago, he never took it up again, but for a number of years he was connected with the Post Express as a director until after the death of the late William S. Kimball.

Recently Mr. Moss has been identified with a number of railroad deals, being one of the active promoters of the electric line between Rochester and Buffalo, known familiarly as the "Ridge Road," in the directorate of this road the names of Allen C. Beach and several members of the Flower family appeared, indicating that Mr. Moss was still in close touch with his old Watertown friends.

As he lived such a life Governor Flower had a high regard for Mr. Moss and reposed the utmost confidence in him. After Mr. Moss retired from the position of Deputy Secretary of State in 1879 he never took an active part in politics, but he was a man whose influence was often sought politically, especially when Roswell P. Flower was Governor. Local politicians always credited to Mr. Moss the influence that secured the appointment of ex-Justice George F. Yeoman to the Supreme Court bench to fill the vacancy created by the death of the late Justice Macomber in 1893.

Certainly it is that the original expectation was that ex-Judge McLouth of Wayne County was to be given the appointment and that when Governor Flower passed through Rochester one day on his way to Avon he was waited on by Mr. Moss and one or two other friends, with the result that the appointment of Justice Yeoman followed as soon as the Governor returned to Albany.

At the time Mr. Moss retired as secretary of the Chamber of Commerce, three years ago, it was with the expectation that a syndicate of which ex-Governor Flower was the head would start the automobile trucking business in Rochester on a big scale, as a branch of the New York company in which, it was understood, Richard Croker had an interest. Mr. Moss was to be general manager of the Rochester concern and similar branches were to be started in other large cities of this state and elsewhere.

These plans were all dropped, like many other big plans, when Roswell P. Flower died suddenly, creating a panic on Wall Street, sending Rapid Transit and all the so-called Flower stocks down point after point until the day was known in Wall Street history as a second "Black Friday."

Shortly afterwards the project of building an electric line from Rochester to Buffalo was broached and Mr. Moss took an active part in the preliminary work. He spent considerable time at Albany and had a long interview with the State Railroad Commission and met many men in the financeering line in New York, where his influence with the Flower syndicate was of much value.

During most of his residence in this city Mr. Moss lived at the Powers Hotel, but several years ago he purchased a handsome residence at 126 Lake Avenue, corner of Manee Avenue. There is a large lawn surrounding the house and Mr. Moss took much enjoyment in looking after the garden. He spent all his spare time at home and was often to be seen during the spring and summer months looking after his flowers and supervising laborers on his lawn.

Mr. Moss was a prince of hospitality. His genial, social nature beamed in his every look. A more accommodating man never lived. He never missed the opportunity to do a favor and he never made an enemy. His kindliness of heart will be long remembered by the newspaper men of the city, some of whom worked under him when he was managing editor and others came in contact with him at the Chamber of Commerce. He had an infinite amount of patience with the "green reporter" and always went out of his way to aid the newspaper men who sought him for news.

No arrangements have yet been made for the funeral, but it is understood the burial will take place at Watertown, where the deceased spent the busy years of his early manhood.

GRAHAM IN CHARGE OF PRINCE'S RECEPTION

Postmaster Appoints His Aides for the Entertainment of Henry of Prussia.

Rochester's postmaster, Colonel James S. Graham, has been appointed marshal of the day by the Chamber of Commerce for the reception to be tendered Prince Henry of Germany by the Flower City and he has accepted the honor in the following order:

Having been appointed marshal of the reception to Prince Henry of Prussia, I accept the honor and appoint as aides the following named citizens: J. C. Seitz, Henry C. Schuck, George J. Oaks, H. S. Redman, Joseph Harding. They will be obeyed and respected accordingly.

The Naval Division, S. N. Y., Lieutenant E. N. Walbridge, will fire a salute of twenty-one guns.

On the arrival of the train conveying the prince at the city line a bomb will be fired near the New York Central station as a signal for the illuminations and the commencement of the salute.

The Naval Division, the National Guard, S. N. Y., the veterans of the German Army, the D. O. H. and the German Singing Society, will report to the marshal at the New York Central station at 3 P. M., entering the east gate of the station adjoining the American Express Company building.

The Fifty-fourth Regiment band will report at the arsenal at 7:30 P. M. to Lieutenant E. N. Walbridge for escort duty to and from the New York Central station.

The following programme has been arranged by this executive committee and, as the time is very short, the safety, comfort and pleasure of all present will be insured by compliance therewith by all concerned. Twenty minutes will intervene between the arrival and departure of the train.

J. S. GRAHAM, Marshal.

PROGRAMME.

Salute of 21 guns and illuminations.

Playing by Fifty-fourth Regiment band of "Die Wacht Am Rhein," as the train enters the station through a lane of red fire.

Singing by the German singing societies of Rochester, "Ich grusse Dich."

Introduction of his royal highness, Prince Henry of Prussia, by the German ambassador.

Address of welcome by Hon. Adolph J. Rodenbeck, mayor of Rochester.

Presentation address by Hon. Henry C. Brewster, president of the Rochester Chamber of Commerce.

Presentation of fruits, flowers, etc., by young ladies.

Response by his royal highness, Prince Henry of Prussia.

Playing of "Star Spangled Banner" by the Fifty-fourth Regiment band as the train leaves the station, amid a pyrotechnic display.

DEMOCRAT AND CHRONICLE,
TUESDAY, MARCH 4, 1902.

PROBLEM NOT EASILY SOLVED

NEEDED IMPROVEMENTS AND CITY DEBT LIMIT.

DISCUSSED AT LENGTH

SUGGESTION ADVANCED BEFORE THE CHAMBER OF COMMERCE.

LEWIS AND McCLINTOCK

Former Mentions Advisability of Raising Constitutional Limit to 15 Per Cent. of Assessed Valuation—Commissioner Advocates Public Market and Other Municipal Conveniences.

High water mark in excellence was reached last night at the monthly meeting of the Chamber of Commerce. It was a genuine public improvement session, and the several addresses brought out a large audience. Commissioner of Public Works McClintock, H. H. Rich, president of the Central Lyceum Bureau, Senator Merton E. Lewis and Judge George A. Benton were the speakers.

During the evening reference was made to the death of Dr. Moore and George Moss. Committees were appointed to draft suitable resolutions on the death of each. While the keynote of remarks President Brewster ... [illegible] ... Commissioner McClintock ... [illegible] ... speaker of the evening.

Public Improvements and the City Debt.

Commissioner McClintock's address was a protest against the economy cry and a plea for immediate action to bring to pass those public improvements which, it is generally conceded, would benefit the city. The commissioner said:

Mr. Rich has worked out in detail a very complete and attractive plan for a market and convention hall, which he will explain to us. He did secure options on the necessary land, and will at the proper time indicate the location.

I will say that in my opinion, the site which he has selected is as advantageous as any which has been considered. He has reasons to believe that the land can be bought for $150,000 and estimates the cost of necessary market sheds and convention hall at $250,000 additional.

At a meeting of your committee on public market and convention hall, held Friday, the unanimous sentiment was expressed that a market was needed and that it ought to be established at once, and that the land should be bought by the city and used as a plaza or open market place, until such time as the buildings could be built by the city or by a corporation, to whom the land might be leased in such way as to secure public control.

It is difficult to see how the land can be bought by the city this year, under existing laws. When Mayor Rodenbeck came in, it appeared that there was a margin of something like $500,000 below the 10 per cent. limitation of debt fixed by the constitution, but now it seems evident that there is no such margin, and in order to provide the funds, it will be necessary to get assistance from the legislature now in session, or to increase the valuation of real estate.

The state board of tax commissioners shows the relation of the assessed valuation, in relation to the full actual value, to be as follows in several counties:

Chautauqua, 90 per cent. of full value.
Hamilton, 90 per cent. of full value.
Herkimer, 91 per cent. of full value.
Onondaga, 85 per cent. of full value.
St. Lawrence, 85 per cent. of full value.
Westchester, 90 per cent. of full value.
Monroe, 80 per cent. of full value.

If the valuation of Rochester was increased to 90 per cent. of actual value, there would be added to the present valuation nearly $12,000,000 and under existing laws the debt could be increased $1,200,000.

We are members or stockholders of a great corporation, similar in its origin and limitation to other corporations like the railroads and manufacturing companies, and the laws governing the life and character of the municipal corporation and the railroad and manufacturing company are similar. There is one radical difference though, especially noticeable at the present time, when the shareholders of our corporation are crying with each other in deprecating and discrediting the value of their property.

A few clear-headed men take up our street railways, which may have cost a million or so, and determine by resolution that it is worth five million or so, and the investing public accepts the proposition.

J. P. Morgan and a few friends meet in a room in Wall street and decide that property costing perhaps two hundred and fifty millions is worth a thousand millions, and the whole world applauds.

The New York Central and Hudson River railroad, with a property represented by $100,000,000 of stock, calmly issues $100,000,000 of 3½ per cent. bonds payable in 100 years, with no sinking fund, and the whole value of that property depends upon the activity and prosperity of Rochester and other cities.

I know the city somewhat and am thoroughly convinced that there is a prevalent prosperity, that for this time of the year there is less than the usual amount of want, and that there are fewer people out of employment, and that the business establishments are not prosperous; and yet there is the depressed feeling coming from the repeated assertion of many leading men and voiced in some of our papers, that we are in such a condition that we must not spend one single cent that can be avoided.

This idea has no justification in fact, and there is no sound reason why we should not do, and do in the immediate future, all of those things that are necessary for the welfare of the city, including sewers, storehouses, bridge, water-pipe extensions, public market and public convention hall. It is not the debt of the city that stands in the way of making these improvements, it is something else.

A comparison of the expenses of the city in the years 1880 and 1900 shows that in the latter year the total expenditure for interest on the debt, after deducting the income from the property controlled as a result of the debt, was 202,200, which is 67 cents per capita; and next year, after the refunding of the 7 per cent. loan with 3½ per cent. bonds the income from the city's property will fully pay all the interest charges of the debt; although for that debt we have to show one of the finest water supplies and unsurpassed system of parks, splendid school houses, fine city hall, substantial bridges, police stations, permanent bridges and, in fact, the various features that make the city habitable, not to say anything of the numerous advantages and saving in expense due to the complete fire protection furnished by the paid department. A mere statement of the case would make the stockholders in any private corporation similarly situated completely satisfied.

It is true that our rate of taxation is moderately high, but not so much so in comparison with other cities as well developed, and it is completely within our control as to whether, and when, it shall be reduced.

In our public schools and public lighting we are taking a position in advance of most cities, and while we are all proud of the street lighting and proud of the splendid school buildings, perhaps it is well to consider whether we are not spending too large a portion of the available resources in those directions, if the other improvements will be prevented. It will not assuredly do to build palaces for the new high school building when our waterworks, the very basis of our life and prosperity, is left in an unfinished and even precarious condition.

It will be interesting to study the following comparison of tax cost to each person in the city for the different items of cost of city expenditures in the years 1880 and 1900:

	Cost per capita. 1880.	1900.
Interest, less income of property	$4.32	$0.57
Contingent fund and city property	0.72	1.30
Streets and sewers	0.71	1.01
Lamps	0.56	1.52
Parks	0.03	0.17
Police, fire and health	1.09	2.83
Education	1.47	4.01
Charities	0.51	0.38
	$9.175	$12.61

Total per capita by tax levy in 0.40 14.05

It is a fact that the city debt could be increased $8,000,000 without making the burden for interest greater than it was in 1880, and there is no good reason why the necessary public improvements should not be made.

"Pay as you go" makes a good headline to deter our citizens from taking what is before them. If it had been applied, none of the grand achievements of modern times would have been accomplished; there would be no great buildings in Rochester.

This city would now be a mere village, without water, sewers, pavements, parks, bridges, great schools, street railway, gas works or electric lights. These would be no great railways. There would be no great steamship lines and ocean cables and ship canals. There would be no splendid nation of which we are proud to be citizens.

Mr. Rich's Plan Submitted.

Mr. Rich gave an interesting talk on the public market of Minneapolis and referred briefly to that of St. Paul. He afterwards showed stereopticon views of the Minneapolis market. He said, in part:

The very first question that should be decided is, What kind of a market do we want? Do we want a wholesale market or do we want a retail market? In order to de-

...ing as to what would constitute a ... market.

If by a wholesale market is meant a place where merchandise or produce is sold at wholesale, that is, the producer or the wholesale merchant sells only in large quantities to the retailer, I should say that this is not what is wanted. If by a retail market is meant a building divided off into sections or stalls, such as the Fulton market in New York, or the Faneuil hall or Quincy market in Boston, I should say that this is not what we need.

The kind of market we do need is simply a place where the producer, the wholesaler, the retailer and, if need be, the consumer can come together and transact their business with the greatest degree of comfort and convenience. A place fitted up for the purpose such as I will describe to you and illustrate to you a little later.

The second great need of our city is a public hall, a convention hall, as we are wont to call it. I thoroughly believe that the interests of the city of Rochester, and I am not sure but the growth of the city has been retarded because of the lack of such a hall.

The location of the hall should be central, where it is easily accessible by the street car lines; it should be able to comfortably seat 4,000 or 5,000 people, special attention to be paid to acoustics, a convenient, safe and handsome auditorium adapted for political meetings, musical festivals, concerts, lectures, banquets and other occasions that we really have no suitable place for now.

I was recently in Minneapolis and learned from the secretary of the board of trade of that city that they had a regularly appointed committee, whose business it was to inform themselves of organizations and societies in that part of the country that were to hold conferences or conventions, to get into communication with such and by providing facilities and offering the inducements they could, secure the meeting for their city.

The benefits to the city are incalculable. It brings hundreds of people to the city and thousands of dollars are distributed among the local hotels, retail stores, street car lines, etc. Not only this, but it is a great advertisement for the city and eventually results in bringing in new industries and a desirable class of residents.

One of the things that the market commissioners have done, has been to advertise for market sites and in response to their advertisements, quite a number of pieces of property have been offered. In my judgment, and I believe that it is also the judgment of a majority of the commission, not one of the sites that have been offered is worthy of serious consideration. They are either out of the way or for other reasons are not desirable.

The public market should be as near as possible to the business center of the city, where it can easily be reached from every direction. If it can be convenient to the railroads, so much the better, but this is a secondary consideration, for but little of the market produce that is consumed or shipped out of Rochester comes in by rail.

At present, practically all of it is brought in by wagons, but I believe that it will only be a matter of time, when a great deal of the produce will be brought in over the trolley lines that are now projected and being built in all directions.

A great deal has been said about building a market over the river, but I believe that there are obstacles and objections to this plan that make it impracticable.

The present situation, then, as I see it, is just this, that while everybody realizes the pressing needs of a market and a convention hall, no really practical or feasible plan for supplying these needs has as yet been suggested. If we wait for the city to provide for the want, I believe we will still be waiting ten years from to-day.

Horace Greeley said that "the way for the country to resume specie payment, was to resume it," and I believe that the only way that we shall have the city's needs provided, is for this committee to determine what is wanted and then for the Chamber of Commerce as a whole to take up the matter with such energy that the desired end will be accomplished.

Since I have been honored by your body by being appointed vice-chairman of committee on public market and convention hall, I have given the subject considerable study. I have had correspondence on the subject with interested persons in other cities and after I had decided what cities there were that I could learn anything from, I have personally visited them.

Among other things I learned was that Rochester was not the only city that had had to contend with this same problem. I found that there were many cities that at some time had had conditions precisely as we have them now, and many of them had solved the problem more or less satisfactorily. Of all the cities I visited, I think that Minneapolis and St. Paul are the ones that we can learn most from.

The conditions existing a few years ago at Minneapolis were precisely as they exist in Rochester today. One of the main thoroughfares was the market place and the wagons of farmers, market gardeners, hucksters and store keepers crowded the streets where now stand magnificent office buildings and wholesale stores.

What brought about the change? I will tell you. A number of the city's business men got together, organized a corporation and submitted a proposition to the city. The proposition was that if the city would donate certain property, a mere statement of the case would make the stockholders in any private corporation similarly situated completely satisfied.

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The property was to be exempt from taxation, it should have the free use of city water and after the place had been provided no marketing should be allowed on the public streets. The conditions were agreed on, a franchise was granted and the problem was satisfactorily solved to all concerned.

The Minneapolis market is within two or three blocks of the business center of the city. It covers an area of 96,000 square feet, and had city streets on three sides, on two sides there are rows of stores put up by the company and rented to wholesale dealers. Driveways from the streets lead into the center of the square and here are the sheds, under which the farmers' wagons stand backed up to a platform about the height of the body of the wagon. There are four or five of these sheds, each capable of accommodating sixty to eighty wagons, a space of about eight feet being allowed for each wagon.

The rules require that all horses be detached from the wagons and the poles and shafts are taken off and put underneath. A stable nearby accommodates the horses and sometimes there are as many as a thousand of them.

The farmers' stands or stalls, as they are called, are rented for so much per year, or they can be hired by the day. Certain locations are in such demand that they are auctioned off at stated times, and quite a premium is realized on the most desirable places.

Now the plan I have for Rochester is much the same as that of Minneapolis, but I believe that I can improve on the latter in many ways. I spent the greater part of two days with Mr. Gorham, the superintendent of the Minneapolis market, and as he is an enthusiastic as well as an experienced man in market matters, I got a great deal of information and a good many ideas from him.

I talked with him in regard to the plans I had in mind for a convention hall and market here, and he stated to me that if the plans were adopted we should have the best market of any city of its size in the country, and I do not believe that we want to stop short of that very thing.

That my plan is a practical one is easily demonstrated. We can have an ideal market place and a convention hall that we can be proud of if the city will do what I believe it can and should do, and that is not nearly as much as has been done by some other cities.

The cost of providing such a market and convention hall as I have in mind would be approximately $500,000. This is the extreme cost, and it is not unlikely that the whole cost would not exceed $300,000. The cost of the land would be say $150,000, and a something like similar amount would pay for the buildings, pavements, etc.

What I propose is that the city purchase the land and grant a franchise to a corporation that will erect the buildings in accord-

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Historic Scrapbooks Collection

...and with plans and specifications for the ... Company's revenue will be from the rental of hall, stores, market stalls, cold storage plant, and other sources.

I have gone into the matter of figures very carefully, and I can demonstrate to any one that a net revenue sufficient to pay a good rate of interest to stockholders can be derived.

An arrangement might be made whereby the city may receive a part or all of the income over a certain per cent, and the city can have the privilege of purchasing the whole thing at stated times and at a fairly appraised valuation.

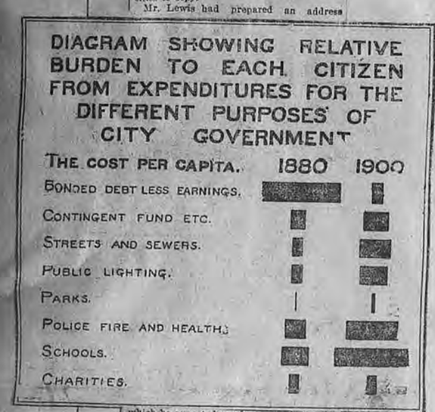
The increased valuation of taxable property surrounding the market would be a large measure compensate the city for the amount that would be invested in the land, and, of course, as the city grows, the value of the land itself would increase materially.

A good deal is being said about the bonded debt of the city and its nearness to the limit allowed by law. I am not sufficiently posted in legal lore to argue how this possible obstacle can be overcome, but I believe that where there is a will there is a way provided, and I don't believe that the welfare of the city and all public improvements should come to a standstill because of the fear that we shall run a little further in debt.

The improvements are for the benefit of future generations, and future generations will be willing and able to pay for them. I believe that by the sale investment of $100,000 or $150,000 the city can be provided with a public market and a convention hall that will be a credit to it and a pattern for other cities to copy.

Mr. Lewis had prepared an address

DIAGRAM SHOWING RELATIVE BURDEN TO EACH CITIZEN FROM EXPENDITURES FOR THE DIFFERENT PURPOSES OF CITY GOVERNMENT



which he expected another to read, but the condition of the railroads made it impossible for him to get to Albany and the members had the pleasure of hearing Mr. Lewis read it himself. It was a discussion of the debt limit problem, and its perusal will show that Mr. Lewis believes the question a live one and one for much thought. He said:

Rochester, instead of being near its debt limit, has either actually exceeded that limit at the present time, or is so near as to create such a doubt in the minds of the investors that the city's bonds recently advertised and sold for high school purposes have been rejected. The discussion as to the advisability of issuing $150,000 worth of bonds for the purpose of a market site, therefore, it seems to me is premature. Much as we might like to establish a public market, it is beyond our power to do so at present.

The tax budget, which has just been completed by the board of estimate and appointment, seems to me to be sufficiently high, without attempting to increase it, even if it were possible to increase it, which it is not. In view of these conditions of affairs, it seems to me that the people of Rochester must turn their attention to some adequate and permanent remedy. And not only is this a question vital to the interests of the taxpayers of Rochester, but equally vital to the taxpayers of the other cities of the state. All of the large cities and many of the smaller ones are to-day perilously close to their debt limits.

Comptroller Coler, whose ability as a financier has been recognized very generally by the thoughtful people of the state, and whose suggestions are certainly inspired by no ulterior motives, has recently advocated, both in the press and from the platform, an amendment to the constitution which should permit the exclusion of moneys invested in revenue producing properties from the calculation of the city's indebtedness for the purpose of determining whether or not the limit had been reached.

Of course Comptroller Coler was speaking largely for New York city, but in a conversation which I had only last week with Senator Wills, of Syracuse, he referred to the situation in that city, and said that the conditions were worse in Syracuse than anywhere else within his knowledge. It may be that Comptroller Coler is wrong; personally I am not at present prepared to express an opinion upon the subject; but certainly strong arguments can be suggested for the adoption of his proposition, or what to my mind would be a better proposition, and that is, to make an absolute increase from 10 to 15 per cent. If any change whatever is to be made. Some of the reasons which can be urged for such a change are as follows:

First: The limit of 10 per cent. was fixed a great many years ago. At that time the needs of the cities were not nearly so great as at present. For one thing, cities were not as large, and people did not require such conditions of city life as they do at the present time. No such expensive waterworks systems were required, no such elaborate school buildings and high school buildings were needed, public parks had not been developed, street paving was the exception rather than the rule, sewer systems were in many cities unknown, public buildings for the transaction of municipal business were very much smaller and very much less expensive constructed. And perhaps an even more potent reason than any of the foregoing was the high interest rate of earlier years. In other words, money was not as plentiful, and a dollar in those days was worth a great deal more than at present. It is probably safe to say that a 10 per cent. limit thirty or forty years ago, under the conditions which existed at that time, was quite as burdensome from a standpoint of interest charges as a 20 per cent. limit at the present time.

Second. The debt limit of most of the large cities, and probably many of the smaller ones, has already been reached, and the capacity on the part of such cities for incurring additional indebtedness is now very small; in Rochester, for instance, our indebtedness is almost entirely represented by bonds issued for water supply, for a sewer system, for park lands, river bridges, etc. The expenditures of all of these items were amply justified at the time they were made, and have contributed largely to the growth and prosperity of the city. To-day we are meeting because of the inability of the city to further invest its moneys in city improvements. We need a public market. We need a college at Wilmot street. An [illegible] ...

...permit at the present time the improvement of our park system. A public hall in which to hold large conventions would tend to largely increase the transient population of Rochester, and promote trade among our people.

But perhaps the gravest attention which we have to face under existing conditions is the fact that we are to-day at the mercy of public utility corporations. We are in Rochester paying more for public lighting than any city of its size in America, if not in the world. Our geographical position and our physical conditions are such that we ought to be able to light the city very much more cheaply than we are now doing. Were the city in a position at the present moment to invest its money in a public lighting plant, there can be no doubt that that fact alone would result in a substantial reduction in the price of public lighting. Many of our citizens favor municipal ownership of the street surface railroads, but as experiment can be tried in this direction because of a lack of moneys for investment.

No individual engaged in business would hesitate to invest his money to an extent greater than 10 per cent. or 20 per cent. or 50 per cent., if in his judgment such an investment seemed likely to prove profitable. We are constantly advocating the transaction of the city's business as a corporation would transact its business. The application of business principles to the conduct of the city's business has for years been a plank in the platform of every political party in every municipal campaign. The realization of the promise is impossible because of the constitutional limitation. Until such limitation is removed there can be no adequate remedy applied.

I am aware that if such an amendment were introduced it would arouse intense and violent opposition, but no radical change in methods or policies can be inaugurated without violent and radical opposition. It will be charged that the change is suggested for political purposes, and that the various "municipal reformers" are desirous of expending the moneys. It will be charged, too, that the proposition in its entirety is wrong; that the city instead of issuing its bonds, should provide in its tax levy for these various betterments as the necessity for them arises. In that connection I beg to suggest what to me seems to be the proper rule for determining the necessity of bond issues and when they shall be made, rather than for providing for such expenditures in the tax budget. Any new or enlarged permanent public work, of a lasting character, which is to serve the future generations as well as the present, like, for instance, permanent enlargements of the waterworks system, permanent structures in the way of public buildings or public bridges, should, I think, be paid for by bond issues, in order that the expense may be properly distributed over a series of years, and be paid in part by the taxpayers of future generations. Such bond issues should be cared for by sinking fund provisions properly drawn, which would provide for the extinguishment thereof in annual payments, to be raised in the tax budget.

To illustrate, if the suggestion of Commissioner McClintock for the erection of a stone arch bridge at Vincent street should be adopted, and, by the way, it seems to me a very wise thing to do, that bridge would serve the people of Rochester fifty years from now as well as at the present time. Were it in my power, I should provide for fifty-year bonds, covering the expense of the construction of such a bridge, and I would provide for the payment and cancellation of a portion of those bonds each year or every five years, and would collect from the taxpayers annually a sufficient amount to meet the principal so accruing and the annual interest charged.

A schoolhouse, or an engine house, ought in my judgment, to be paid for at the time it is built because the needs of the city at the moment require it, and the construction of such a building at any given time does not relieve the taxpayers of the future from the construction of additional buildings. The establishment of a waterworks system should be paid for by the issuing of the city's bonds, while the expense of distribution of water should be paid for annually in the tax budget. The equipment of engine houses and the purchase of fire apparatus should be paid for from year to year, as the necessities require. But a public market might properly, in my judgment, be paid for by bond issues.

There seems to be no hope of any permanent decrease in the city's indebtedness. As fast as one debt matures and is discharged another arises and takes its place, and the increase in the assessed valuation from year to year is not more than sufficient to take care of the natural growth of the city's debt.

As I have said before, I am not fully satisfied myself with the wisdom of either Comptroller Coler's suggestion or the alternative proposition which I have indicated, but it certainly is a living question, one which it is necessary to meet candidly and fearlessly, and only petty minds will shrink from its consideration. There will be arguments against it from those who desire to discredit somebody, and the chances are that if those who argue against it were themselves responsible for the administration of the city's affairs, many of them would change their views and advocate at least its honest consideration.

It seems to me that the Chamber of Commerce of Rochester, made up as it is of representative citizens and large taxpayers, might well undertake the task of testing public sentiment throughout the state upon this question. The legislature is still in session, and the chamber might request that such an amendment be prepared and introduced, and not assembly by its request would commit itself to its adoption. Undoubtedly the introduction of such a measure would arouse discussion in all the cities of the state, and if the people of these cities can be induced to consider the question calmly, much good may come of such consideration, and the Chamber of Commerce of Rochester can the credit of having inaugurated the discussion.

On vote of the chamber, Mr. Lewis's suggestions were referred to the committee on legislation.

Judge Benton's Proposition.

Judge Benton was present to show the members what was possible along the line of a convention hall in conjunction with the Masonic temple now being erected.

"I take it that a city grows in proportion to its public spirit," said the speaker in beginning. He said that the city needed a public hall and that it had no such place. He referred to the benefits of such a hall to the city in that it brought people here who spent money and was an advertisement to the municipality.

He said that the site he proposed had received the approval of the Chamber of Commerce. There was no need, he said, of a great hall. His hall would seat some 2,500 and that was large enough.

The speaker then made known the site. It was 160x33 feet, just to the west of the Masonic temple, a plot of land owned by the temple corporation. He said that this was a business corporation, organized under the laws of the state of New York and standing on a business basis. "In explaining the present situation he said that there had been pledged for the temple $139,000 in round figures, and of this $49,000 had been paid in. There were more than 2,200 subscribers and they were coming in rapidly. It is proposed to raise $150,000 in subscriptions for the building. While he believed that the hall would be built, whether the chamber took hold of it or not, for the sake of getting the hall at once he favored their cooperation. The Masonic temple corporation would not take hold of it alone until after the temple had been finished. It did not want to [illegible] ...

...proposed hall would not cost more than $30,000. It might be less. He believed that an estimate had been made of $27,000. Beneath the hall could be a banquet hall. Judge Benton said that the start could be made and enough money subscribed to insure the hall inside of sixty days, if they but got at it.

Memorial Addresses.

President Brewster said that he wished that the chamber could have such a meeting every month. He introduced Howard L. Osgood, who spoke feelingly on the death of Dr. Moore. Mr. Osgood said that Dr. Moore was the father of the city's park system, and he had heard it expressed in the press and among the citizens, and he believed no one would deny, that Dr. Moore was the leading citizen of Rochester. By vote the chair was instructed to appoint a committee to draft resolutions on the death of Dr. Moore. This is the committee as named: Howard L. Osgood, Alexander B. Lamberton and Henry B. Ives.

President Brewster and Secretary Ives referred to the death of a former secretary of the chamber, George Moss. The following committee was appointed to draw up resolutions of Mr. Moss's death: Eugene T. Curtis, Charles P. Ford and John M. Ives.

W. H. Campbell was to have spoken, but owing to the lateness of the hour his address was put over until the April meeting of the chamber. For the same reason, Colonel J. S. Graham, as chairman of the public improvement committee, did not report on the papers read at the last meeting by Commissioner McClintock and City Engineer Fisher regarding cheaper water for manufacturers. Adjournment was taken to the library, were luncheon was served by Teall.

IN MEMORY OF DR. MOORE.
U. & A. Mar 4/02
Resolutions Adopted by Bodies of Which He Was an Influential Member.

The park board this morning took action as follows on the death of the late Dr. Moore:

Resolved That a page of our records be set apart on which shall be inscribed:

Dr. Edward Mott Moore,

The father of our park system, our president, an eminent scientist, a loyal citizen, a courteous gentleman, a true and earnest friend.

In the death of our president not alone has the public lost a strong exponent of their rights of recreation and of their study of nature in our beautiful parks, in which he took such pride and to which he had devoted his skillful and intelligent work and love; not alone have these eminent in the science of surgery and medicine lost a valued colleague, not alone have we and other citizens of our far famed Flower City lost a familiar form and face that we, his fellow members of the Board of Park Commissioners, have sustained a loss irreparable. We bow to the inscrutable ways of years, wisdom and culture, he has gone to his reward. As we stand here sorrowing we say, "God's will be done."

The Chamber of Commerce committee, Howard L. Osgood, Alexander B. Lamberton, Henry B. Hoyt and Henry C. Brewster, has drafted the following as the chamber's memorial to Dr. Moore:

The Rochester Chamber of Commerce records its high appreciation of the memory of Edward Mott Moore, who, modest in greatness, lived a long, useful and conspicuous life in Rochester.

"He honored his city by eminent talents devoted to the alleviation of human suffering.

"With far seeing wisdom, he served his fellow citizens and future generations by securing to their use great gifts of nature within the municipal borders, and they are now his lasting monument."

The Monroe County Medical Society, the Rochester Academy of Medicine and the Hospital Medical Society, in meeting at the Genesee Valley Club, this afternoon, adopted resolutions on the death of Dr. Moore.

Rochester
Chamber of Commerce.

Dear Sir: Enclosed please find badge (not transferable) which when pinned to your coat will admit you to the Reception to be given

HIS ROYAL HIGHNESS,

PRINCE HENRY OF PRUSSIA,

at the New York Central Railway Station, Wednesday evening, March 5, 1902, ~~8:15~~ eight o'clock sharp.

☞ Entrance at gate alongside American Express Co.'s Building, Central Avenue. No one will be allowed inside the ropes without a badge.

John M. Ives
Secretary.



DR. E. M. MOORE, SR.

Democrat & Chronicle
MARCH 4, 1902.

DR. E. M. MOORE'S LONG AND BUSY LIFE ENDED

Veteran Physician and Surgeon Passes Away at His Home.

FATHER OF THE PARKS

To His Efforts More Than to Those of Any Other Man is Rochester's Fine System of Public Grounds to be Credited—Leader in His Profession.

Dr. Edward Mott Moore died at 2:15 o'clock yesterday afternoon at his home, No. 70 South Fitzhugh street, in his 88th year. Although Dr. Moore had been growing feeble for some years, and had been ill at his home for a number of weeks, the immediate cause of his death was an acute attack of bronchitis which developed two or three days since.

The funeral services will be held at the house at 2:30 o'clock to-morrow afternoon and the burial will be private.

Edward Mott Moore was born in Rahway, N. J., July 15, 1814. His grandfather, Samuel Moore, was also born in New Jersey, and was of English descent. After the Revolution, Samuel Moore removed to Nova Scotia, where Lindley Murray Moore, the father of the subject of this sketch, was born, May 31, 1788. Lindley Murray Moore removed to New Jersey when a young man and married Abigail Lydia Mott, daughter of Adam and Anne Mott, August 19, 1813. Edward Mott Moore was the first fruit of this union. Dr. Moore's grandfather on his father's side, his father and his mother, were all professional teachers, and members of the Society of Friends.

The younger Moore was given a thorough classical education in his father's school. Later he took a scientific course in the Rensselaer Polytechnic Institute at Troy, and removed with his parents to Rochester in 1830. He began the study of medicine in 1835, with Dr. Anson Coleman, of Rochester.

Later he took a complete course of lectures at the College of Physicians and Surgeons of New York, and completed his course with two years at the University of Pennsylvania, making the then unusual course of three years' preparation for the practice of medicine. During the last year of the course at Philadelphia, he was resident physician at Blockley Hospital. The next year was spent as resident physician at the Frankford Asylum for the Insane, near Philadelphia, after which he came to Rochester, and, in 1842, entered upon the practice of medicine and surgery and upon a professional career which, in a comparatively few years, placed him in the very foremost rank of the physicians and surgeons of his time.

In 1842 Dr. Moore was chosen professor of surgery in the Medical School at Woodstock, Vt., in which position he continued for about eleven years. In 1847, at Windsor, Vt., he married in marriage Miss Lucy Frederick Prescott, a cousin of the celebrated historian of that name. After closing his professional duties at Woodstock, Dr. Moore was made professor of surgery at the Berkshire, Mass., Medical College, and also at Sterling Medical College, at Cambridge, O. He was also, for twenty-five years previous to 1883, professor of surgery at the Buffalo Medical College. At that time he had lectured in medical institutions for over forty years, in the meantime residing in Rochester and practicing his profession.

Dr. Moore was a permanent member of the American Medical Association, and was president of the New York State Medical Society in 1874. He was one of the founders of the Surgical Association of the United States and one of its presidents. He was president of the state board of health from the time of its organization until 1883. In 1881 he was a delegate to the International Congress of Physicians at Copenhagen. For many years he was president of the board of trustees of the University of Rochester, which institution conferred upon him the degree of doctor of laws.

Dr. Moore was justly termed "The Father of the Rochester Park System," and has been continuously the president of the board of park commissioners. He was the persistent advocate of an adequate system of parks for Rochester long before others awoke to the importance of the subject, and for years he stood almost alone in the movement for the park system, which is now the pride of Rochester, and which has given the city widespread fame.

Dr. Moore was largely instrumental in the establishment of the Rochester City Hospital, and was for many years its principal surgeon and physician.

Edward Mott Moore was first, last and throughout his long and useful career, a scientist. Developing scientific tastes at an early age, he gratified those tastes during his course at the Rensselaer Polytechnic Institute. He carried his scientific attainments into the practice of surgery and medicine, and early achieved celebrity through his original investigations. One of the notable results of these investigations was the discovery that, in by far the greater number of colles fractures there is a fracture of the end of the styloid process. This conclusion was later, through the means of observations with the Roentgen rays, circumstantially corroborated.

Indeed, many other interesting and valuable discoveries by Dr. Moore in relation to fractures and dislocations, were singularly verified by means of the force discovered by Professor Roentgen. A comparison of Dr. Moore's celebrated chapter on fractures and dislocations in the [illegible] Encyclopaedia with the [illegible] ...

...tageous observations afforded by the Roentgen force will show corroborations of the original observations and discoveries by Dr. Moore, upon which alone his fame as a scientific surgeon might well rest. He also discovered a perfect dressing for fractured clavicle; a method of reduction and dressing in epiphysal fracture of the upper end of the humerus; and dressing for fractured nose; a method of fixation, since perfected by Dr. Bigelow, of Boston, and many other original surgical methods.

In view of the corroboration of so many of his conclusions regarding so many fractures and dislocations, by the Roentgen ray process, Dr. Moore has for some time been engaged in the elaboration of the encyclopedia article already referred to, and the result is now ready for the press in book form.

Among the more notable achievements by Dr. Moore, was his series of experiments, through the vivisection of animals, on the action of the heart, with reference to diagnosis. His view of vivisection of animals was that they should be protected in the operation, rather than that vivisection should be entirely prohibited by statutory enactment. He fully realized the value to the human race of discoveries made through humanely conducted vivisection of animals, particularly in observation of the action of the heart. He was a colleague of Dr. Hope, the celebrated author of "Hope on the Heart," and contributed much to that invaluable treatise.

This is not the time nor the place to treat in detail of all of the many contributions which Dr. Moore has made to scientific surgery and medicine, during his long and active career. Them to-day notable and widely known chapters in the history of the art, as it advanced in the last half of the nineteenth century.

As a physician and surgeon, he was an acknowledged leader among leaders; an advanced scientist, in an era when the science of surgery made some of the greatest strides in its history. He not only kept abreast of the advancement of the art, but he kept far to the front. Even in the past year, with enfeebled body but with unimpaired mental powers, he has been engaged in the work of contributing to and advancing the science to which he gave the best endeavor through a longer span of life than is vouchsafed to most men.

In the attempt to sum up Dr. Edward Mott Moore's services to the city which he made his home for more than seventy years, it is difficult to determine where to begin, and there is no end to the task. Indeed, there are few important endeavors which have made for the welfare of Rochester and his people in which he was not a potent and in most cases a directing factor. His aim was never the accumulation of wealth, and his personal benefactions to his kind will never be fully revealed until that great day when the records which are kept by angelic hands shall be opened.

Naturally, one of his chief desires led him to endeavor on the lines of sanitary improvement for the betterment of conditions of the dwellers in the city which he saw grow from a small town. As an officer of the [illegible] department he gave the [illegible] ...

...attainments.

Wiser and with more prescience than his fellow townsmen, he early foresaw the day when adequate breathing places for the people would become a physical and moral necessity and he began the agitation for a park system. Again wiser than many of his fellows, when a system of parks had been determined upon, he insisted that it was the part of wisdom to acquire sufficient land, in desirable locations, to make the parks adequate, when the city should have greatly increased its area and its population.

The opposition to extensive acquirement of land for park purposes was outspoken and strenuous; so much so that it is doubtful if the plan could have been successfully carried out but for the persistent efforts of Edward Mott Moore, Rochesters foremost citizen. Dr. Moore, from being almost, if not quite at one time, the only advocate of the present magnificent park system, has lived to see every intelligent and broad-minded resident of Rochester in accord with him. And he has heard the approving judgment of park experts from abroad as well as throughout this country who have acclaimed the wisdom of the course for which, for so long, he practically stood alone. The parks of Rochester will be an indestructible monument to his memory.

A meeting of the Monroe County Medical Society to take action on the death of Dr. Moore is to be held at the Genesee Valley Club at 12:30 o'clock this noon.

A meeting of the park board is to be held at 9:30 o'clock this forenoon for the same purpose.

St. Mary's Hospital staff, of which Dr. Moore had been president since it was formed, will meet at 5:30 o'clock to-day, to adopt suitable resolutions.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

Welcome to Prince He[nry]

Rochester never extend[ed] a more cordial welcome to a guest within her gates than that which will be given this evening, when Prince Henry reaches this city. He is the most distinguished visitor this city ever greeted, but that is only one reason and a comparatively small one for the warmth of that welcome. The real reason is that he comes as the representative of a great and friendly power, a power with which this country has never in the course of its history had the slightest disagreement. The bonds between the United States and Germany are closer than with any foreign nation. The German language is understood and spoken by millions in this country. The Germans who left their Fatherland for the New World have furnished us with many of our most distinguished citizens, with millions who, while with all their hearts loyal to the country of their adoption, have always retained the tenderest memories of the land they left. The brother of the ruler of Germany deserves the most cordial greeting Rochester can give. And he will get it.

It is not alone on account of the country he represents or the graceful compliment the Kaiser paid in sending Prince Henry and selecting Miss Roosevelt to christen his yacht that Prince Henry has been so warmly welcomed. The man himself has won the hearts of all with whom he has come in contact, or who have read the accounts of his progress through the country. Courteous and kindly in his bearing to all, pleased in a simple-hearted, unaffected manner at the warmth of his greeting, thoughtful of the feelings of others, the blonde giant who is at the head of the German navy would have been popular in America had he visited it as an individual instead of the representative of the German nation and an example of the friendship of that nation and its Kaiser for the United States.

In this spirit all Rochester says: "Welcome, Prince Henry!"

The Times, March 6, 1902

PRINCE HENRY OF PRUSSIA TO BE ROCHESTER'S GUEST TO-NIGHT

Rochester Herald March 6, 1902

Arrangements All Completed for the Twenty-Minute Celebration at the Central Station This Evening--Royal Train Scheduled To Arrive at 8.15 P. M.

For the first time in its history Rochester will entertain royalty. Although time will be brief, while his Royal Highness, Prince Henry of Prussia, will be within the city walls, so to speak, Rome receiving Caesar in the olden time, or Florence a Guelph in the latter days of Italy, or even America rendering her homage to a Washington, a Grant or a Schley, could not be acclaimed with more honor and respect than will be accorded to the representative of the imperial power of Germany.

Few cities, indeed, would have gone to the expense which Rochester has in this instance, considering the seemingly slight impression which Prince Henry a few minutes visit in this city would have upon him. But impression is sometimes spontaneous, springing not so much from familiarity as it does from intensity. It is safe to say that the royal visitor will always cherish a warm regard for the city which has endeavored to do him so much honor in so short a length of time.

It is particularly fortunate that the city has a Maennerchor, an organization by nationality, sympathy and talent competent to take a part in the ceremonies; it will, indeed, be a pleasure to His Highness to hear "Die Wacht am Rhein" and "Ich Gruesse Dich" played and sung by Rochester's fine regiment band and nearly a hundred Teutonic voices, full, soft and rich. It will be like a welcome home to the land where song is nature—and a nature which has produced Luther, Frederick the Great, Bismarck, Heine, Goethe, Beethoven and Prince Henry of Prussia.

Corporations and citizens alike have vied with one another for the last two weeks to make to-night's reception an event that will live in the annals of Rochester, a city not unused to the pageant, even though it has never before received a Prince of the royal blood. There will be illuminations which may be seen for miles; the tallest buildings will be great torches which will flame forth a a radiant welcome, when from their tops red fire flames forth as the signal gun announces the approach of the regal train.

As the palace on wheels comes rolling into the Central station at 8.15 o'clock this evening, the last volley of the royal salute will die away, and in the hush of expectancy which follows the welcome guest will come forth to his friends. He will not feel like a stranger in a strange land, for no sooner will he catch sight of the sea of faces upturned to his than Mayor Rodenbeck, one of common blood, legend and tradition, will extend to him the freedom of the city of Rochester, a city which numbers among its most eminent men not a few whose childhood was nurtured in the Fatherland.

Appropriately, President Brewster, as the head of that institution which has had so much to do with the progress, greatness and beauty of Rochester, will convey to Prince Henry the expression of cordiality which the Chamber of Commerce entertains toward him. Not content with this, a material token of the city's regard will also be handed over to the Prince, this will be the album which has been expressly prepared for the occasion and which contains 24 views of the city, within and without the gates.

Closely following President Brewster, the inspiring trains of "Star Spangled Banner" will announce to the assembled thousands that the ceremonies have drawn to a close. As the stirring measures are borne to the retreating train, he in whose honor they are played will interpret them, feel their sentiment of patriotism and understand the mystery of the greatness of this nation, evidences of which he has seen on all sides and in all sections since he landed in New York City a little over a week ago.

Rochester stands conspicuous in the manner in which preparations for the Prince's visit have been carried on. There is no other city along the line of the New York Central in this state which has made such elaborate preparations to receive the nation's guest. Even Buffalo's demonstration, if she have any, will be a tame affair compared with the preparations made in this city.

The programme of ceremonies to be carried out to-night has been completed in full, and is given below. Colonel James S. Graham will be marshal of the occasion:

Having been appointed marshal of the reception to Prince Henry of Prussia, I accept the honor and appoint as aides the following named citizens: F. C. Reitz, Henry C. Schlick, George J. Oaks, H. S. Redman, Joseph Eberling. They will be obeyed and respected accordingly.

The Naval Division, S. N. Y., Lieutenant E. N. Wilbridge, commanding, will fire a salute of 21 guns. On the arrival of the train conveying the Prince at the city line a bomb will be fired near the New York Central station as a signal for the illuminations and the commencement of the salute.

The Naval Division, the National Guard, S. N. Y., the veterans of the German army, the D. O. H. and the German singing societies will report to the marshal at the New York Central station at 8 p. m., entering the east gate adjoining the American Express Company building.

The 54th Regiment Band will report at the Arsenal at 7:30 p. m. to Lieutenant Commanding Walbridge for escort duty to and from the New York Central station.

The following programme has been arranged for the executive committee, and as the time is very short, the safety, comfort and pleasure of all present will be insured by compliance therewith by all concerned. Twenty minutes will intervene between the arrival and departure of the train.

JAMES S. GRAHAM, Marshal.

PROGRAMME.

Playing by 54 Regiment Band of "Die Wacht am Rhein" as the train enters the station through a lane of red fire.

Singing by the German singing societies of Rochester, "Ich gruesse Dich."

Introduction of His Royal Highness Prince Henry of Prussia, by the German Ambassador.

Address of welcome by Hon. Adolph J. Rodenbeck, Mayor of Rochester.

Presentation address by Hon. Henry C. Brewster, president of the Rochester Chamber of Commerce.

Presentation of fruits, flowers, etc., by young ladies.

Response by His Royal Highness, Prince Henry of Prussia.

Playing of "Star Spangled Banner" by the 54th Regiment Band, as the train leaves the station.



PRINCE HENRY.

March 6/1902

THE UNION AND A

RECEPTION TO PRINCE HENRY

Plans for the Occasion are Now Complete.

Central Station Will be the Scene of a Brilliant Affair This Evening.

Admission to Train House Not for the General Public—Precautions for Prince's Safety.

Nothing is now wanting in the places for the celebration in honor of Prince Henry of Prussia during his twenty-minute stop in this city to-night, except the presence of the prince. All the arrangements have been completed and the brief visit of the prince to Rochester will be a memorable one. Every minute of the time his train is in the train house of the Central there will be something doing and no time will be wasted. The train is scheduled to arrived at 8:15 and will leave at 8:35 o'clock.

In the first place every precaution is being taken for the safety of the prince. City detectives will be scattered throughout the crowd and secret service men will be on hand. There are secret service men on the prince's train and some arrived in the city yesterday so as to be present and to become familiar with the ground. The companies of the National Guard will be stationed about the train and the flat car on which the reception committee will stand.

The precautions taken by the railroad company for facilitating the carrying out of the programme are very complete. The schedule does not call for the arrival of any trains during the twenty minutes the prince will be here and if trains are so late that they could come into the station during the ceremonies, they will be held at stations east or west, unless there are mail trains. The train house will be closed to the general public during the reception and turned over to the Chamber of Commerce committee. Admission will be by badge. Ropes will be stretched across the ends of the train house and police and National Guardsmen will guard them. The entrance to the train house for the ceremonies will be by the gateway between the waiting room and the dining room. Only the traveling public will be admitted to the waiting room and the outside door of the dining room will be closed. The limited space reserved for spectators will be handled as well as possible. No crowding will be allowed in the train house. The train house will be lighted up as it never was before, the wiring having been done yesterday.

The military guard of honor will be composed of the First and Eighth Separate Companies, and the Second Division of the Naval Reserves. The naval reserves will be stationed at one end of the station and will fire the salute of twenty-one guns as the prince's train enters the city. The procession to the station will start from the armory. It will be headed by the Fifty-fourth Regiment Band. The procession will consist of the two German societies, veterans of the Franco-Prussian war, D. O. H. society, First Separate Company, Capt. Smith commanding, Eighth Separate Company, Capt. Simmons commanding, Second Separate Division, Naval Militia, Lieut. Walbridge commanding. The band will be followed by the militia companies, the German societies following them. The procession will leave the armory at 7:30 o'clock and will report to Col. James S. Graham, marshal of the day, at the Central station at 8 o'clock.

The arrival of the prince's train at the city line will be announced by the firing of a bomb at the end of the train house. This will be the signal for the lighting of red fire on the tops of tall buildings. Red lights will also be lighted in the train house and the train bearing the prince will pass through a row of them. Kites will be sent up from the Powers building and suspended from the ropes will be an American flag. A searchlight will be thrown upon the flag, so that the prince may not miss the sight of it.

As the train pulls into the station the Fifty-fourth Regiment Band will play "Die Wacht am Rhein." The German singing societies of the city will then sing "Ich gruesse Dich." The prince will then be introduced by the German ambassador. Mayor Rodenbeck will make an address of welcome and Hon. Henry C. Brewster, president of the Chamber of Commerce, will make a presentation speech, which will be followed by the presentation of fruits, flowers, etc., by young ladies. The response by the prince will follow. As the train moves out of the train house the band will play "The Star Spangled Banner," and a pyrotechnic display will be given. Though the visit of the prince will be a brief one it will be one that he will be very likely to remember.

CORDIAL RECEPTION TO PRINCE HENRY OF PRUSSIA

Royal Visitor Greeted by Thousands of Cheering People as He Appeared on Rear Platform of Train at Central Station---Red Fire Flamed Forth, Cannons Boomed, Twenty Thousand Throats Shouted a Glad Welcome--A Memorable Event for Prince and City.



PRINCE HENRY OF PRUSSIA, BROTHER OF EMPEROR WILLIAM OF GERMANY.

From the viewpoint of Prince Henry of Prussia, Rochester looked like a conglomeration of uplifted faces, acres of them, dissolving away into the black background of the big Central trainshed; the foreground most pleasantly brightened by a dozen of the prettiest young ladies of Rochester, presenting bouquets of flowers; the entrance and the exit to the trainhouse illuminated by red fire; a handshake with the Mayor of the city, the president of the Chamber of Commerce and a few other distinguished citizens, with a couple of brief speeches of welcome thrown in by Messrs. Rodenbeck and Brewster.

From the viewpoint of Rochester en masse, there was seen from the rear platform of the train a smiling, debonair looking German Prince, partly amused and partly pleased at the wild efforts of the crowd to show the cordiality of their greeting; a handsome young man with a blonde beard, attired in a simple blue gray uniform and a fatigue cap.

It is not often that royalty and democracy get in such close touch and each seemed quite well pleased with the other. Rochester was very much interested, very wide awake and exceedingly expressive in its determination to get as near as possible, to see all that was visible and to make as much demonstration as possible. The Prince, on his part, certainly looked interested in the fact that he was [illegible]

FLOWER CITY'S GIFTS TO EMPEROR'S BROTHER

Handsomely Bound Album of Beautiful Views of the Flower City, a Specially Built Camera, an Oil Painting and Bushels of Fragrant Roses.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

eighth several times a day for over a week and if he really was bored he concealed the fact admirably.

The Crowd Ran Things.

It was a wild, persistent, energetic crowd that overruled all the plans of the reception committees, defied and broke down the police lines, ignored the carefully prepared programme, arranged in advance, and took charge of things in a happy-go-lucky, good natured way, after the fashion of the big crowds in Rochester. But there was no disrespect for Prince Henry. He plainly appreciated the enjoyment of the people who got the best of the police and usurped the best places without leave or license of any committee and without caring a continental whether they had a red or pale blue or a royal purple badge.

The committee plans looked very well on paper. Chief Cleary made out the police assignments with the greatest of care. Ropes were stretched here and there with dozens of big blue coated policemen on guard, all having strict orders to let no one pass without badges. In addition were two military companies and the Naval Reserves as guards. But policemen and soldiers were swept along in the rush like chips in the surf. The entire east line guarding that end of the trainshed was rushed and several thousand people flocked in until the line was abandoned.

How the Lines Were Rushed.

Around the space where it was planned to stop the car, were more lines of rope and more lines of police, but again and again the line was rushed until street gamins mingled with dignified members of the reception committees and jostled ladies indiscriminately. A number of women fainted and many received a shaking up in the jostling, but fortunately no one was injured and the great demonstration passed off without serious accident.

There was a disposition to criticise the police for failing to keep a better check on the crowd. Certainly in the face of that yelling, pushing, rushing mob, it looked as if there was no head and the results were such as to prove that whatever plans had been made had miscarried in most particulars. But possibly the police were not entirely to blame. It was one of the largest and most aggressive crowds that ever tried to break over the lines.

All Centered at One Point.

All the interest was centered in one point and 25,000 people were each aiming individually to reach that single point. It would have taken a regiment of soldiers with gatling guns to have impressed on that crowd any ideas of order. It was simply a question of getting there and the hindermost struggled vigorously not to be taken by his satanic majesty.

Every one knew just where to go and every one tried his best to accomplish his object. With the vim of an army of football rushers, the blindness of a mob, the recklessness of a panic stricken rabble, thousands and thousands of people came on, as resistless as the waves of the sea.

In the end, there was slight semblance to the prearranged programme. But the Prince saw plenty of people, and thousands of people saw the smiling countenance of the Prince on the rear of the car, saluting and bowing to the cheering populace.

Plans for Boarding Royal Train.

On one of the tracks in the trainshed a platform freight car had been placed, adjoining the track on which the royal train was to come, the car being stationed exactly opposite the rear car of the train. The old freight car was handsomely decorated with bunting, steps were raised to it and around its sides tables were constructed and chairs were placed in the enclosure. A carpeted "gang plank" was provided and a few minutes before the train arrived this platform was placed by the side of the car, the exact width of the space between the two tracks and extending fifteen feet in length.

Crossing on this bridge, the city and official dignitaries and the young ladies with flowers crossed over onto the rear platform of the royal train and entered the coach where the Prince was waiting.

For an hour before the train arrived, the crowd was gathering and shortly before the train came, the wildest disorder prevailed. When the warning gong sounded through the big train shed, indicating that the train had reached the Saxton Street crossing and was within two minutes of the station, a mighty yell went up, as most of the crowd realized the startleness of the warning [illegible] announcing the [illegible] each

[illegible] Rochesterians were warmly greeted by Dr. David J. Hill, Assistant Secretary of State and former President of the University of Rochester. It has been customary elsewhere for Herr Von Holleben, the German ambassador at Washington, to make the presentations, but in Rochester Dr. Hill did the honors, introducing his fellow townsmen to the Prince.

INCIDENTS INSIDE CAR
SHORT SPEECHMAKING

So dense and unmanageable was the crowd that it was now manifestly impossible to indulge in any speechmaking outside on the rear platform, as was intended; so Mayor Rodenbeck and President Brewster, representing officially the municipality and the business organization of the city, made informal addresses, to which the Prince responded briefly but most happily.

Mayor's Address of Welcome.

Mayor Rodenbeck first got the floor and, after being introduced by Dr. Hill, said:

"Prince Henry of Prussia: As Mayor of the city of Rochester, it is my honor to add our note of welcome to swell the grand harmony of friendship which has greeted the mission of Your Royal Highness.

"We join with the President of the United States and the citizens in other parts of our land in welcoming you as the ambassador of good will from the German Emperor and the great German nation that has given the world so much literature, learning, music and art.

"Many of the people of Rochester are of German extraction and have not forgotten the language, history and traditions of the Fatherland, while they have proved themselves staunch and loyal citizens of the republic.

"All our people join in hoping that the feeling of respect, courtesy and friendship toward you and your imperial brother, which has been so strikingly exemplified all over our land, may never be broken.

"Your visit to this country has taught us all that there is a kinship between the Emperor of Germany and the President of the United States, between the people of a republic and the people of an empire, between the nations of the earth, which makes the whole world of [illegible] you hail and [illegible]

[illegible] Kimball is a daughter of the late Wil-

[illegible] greeting in these words of thanks:

"I wish to assure the people of Rochester that I am deeply appreciative of the cordiality of my reception. I regret that the briefness of my stay here prevents me seeing more of your city and your people. Since I came to this country I have received so many assurances of good will that I am unable to express myself adequately.

"I am much touched with the fact that so many of my countrymen have come out to greet me and impressed with the warmth of their greeting. I trust the cordiality of the reception of the American people augurs for the future friendly relations between America and Germany. With such cordial and earnest greetings, there can never be any estrangement between the two countries."

President Brewster's Speech.

President Henry C. Brewster of the Chamber of Commerce said briefly:

"Your Royal Highness: It gives me pleasure, in behalf of the Chamber of Commerce, to express to you our admiration and esteem for the German nation and people, and for you, their representative.

"We wish, in some substantial manner, to convey to you an evidence of this friendship, and it has appeared to us that we could do this in no more appropriate way than to bring to you, by the hands of our budding daughters, the products of the beautiful valley of the Genesee, renowned for its fruits and flowers, and the handiwork of our factories, whose reputation is worldwide."

Young Ladies Present Flowers.

Mrs. Henry C. Brewster acted as chaperone to the bevy of young ladies, who were appointed to act as a flower committee. The young ladies were Misses Elizabeth Hollister, Editha Brewster, Mary Allen, Rose Barry, Emily Brewster, Cecelia Kimball, Emma Wilder, Susan Pond and Marguerite Van Voorhis. The young ladies had a hard task in reaching the freight car through the crowd, with arms full of roses, violets, orchids and other flowers. They had almost as hard a time in crossing onto the Prince's car as the freight car was at that time so crowded as to make movement difficult and dangerous.

But they braved the crowds and the dangerous crossing with the grit of true American girls and delivered their bouquets safely into the hands of Prince Henry, being each presented in turn by Dr. Hill.

Returned Triumphant.

They returned from the car and crossed back to the freight car with flushed faces and heightened color, their new dresses somewhat crumpled, their hair dishevelled, but triumphant at the successful performance of the mission imposed on them as representatives of the young women of Rochester.

The reception given the young ladies was most cordial and courteous on the part of Prince Henry. His Royal Highness doubtless carried away with him a more lasting impression of Rochester than if the reception had been confined to speeches of dignitaries and presentation of photographs.

Young Ladies Who Represented City.

The young ladies were well representative of the municipality, being members of the oldest and best known families of Rochester, identified in most cases with the early history of the city. Miss Hollister is a granddaughter of the late Thurlow Weed; Miss Editha Brewster is a daughter of ex-Congressman Brewster, president of the Chamber of Commerce; Miss Allen is a granddaughter of the late Freeman Clark, ex-Member of Congress; Miss Barry is the daughter of William C. Barry; Miss Emily Brewster is a granddaughter of Sylvanus J. Macy; Miss



Hon. Henry C. Brewster,
President of Chamber of Commerce and Chairman of Prince Henry Reception Committee.



SCENES AT RECEPTION TO THE ROYAL PRINCE.

TWO FORMAL WELCOMING ADDRESSES TO THE PRINCE

Made by Mayor Rodenbeck and President Brewster of Chamber of Commerce—Prince Replied Briefly, Expressing His Deep Gratitude.

ITINERARY FOR TO-DAY.

Arrival at Boston.

Receives official callers representing the state, the city and Harvard University at Hotel Somerset.

Drives to the state capitol, the City Hall.

Visits Harvard University, lunches with the faculty, attends an entertainment given by the students, and a reception given at the home of Professor Numslerberg.

Dinner given by Boston city officials.

Prince Henry's Greeting to Rochesterians.

"I wish to assure the people of Rochester that I am deeply appreciative of the cordiality of my reception; I regret that the briefness of my stay here prevents me from seeing more of your city and your people. Since I came to this country I have received so many assurances of good will that I am unable to express myself adequately.

"I am much touched with the fact that so many of my countrymen have come out to greet me and impressed with the warmth of their greeting. I trust the cordiality of the reception of the American people augurs for the future friendly relations between America and Germany. With such cordial and earnest greetings, there can never be any estrangement between the two countries.

[illegible] am S. Kimball; Miss Wilder is a daughter of Samuel Wilder; Miss Pond is a granddaughter of Elias Pond, one of the pioneers of the city; Miss Van Voorhis is the daughter of ex-Congressman Van Voorhis.

The train was late in reaching the city, arrived at 8.40 o'clock, but the full stop of twenty minutes was made. The speech making and the presentation of flowers consumed only about ten minutes of the time. Then all the visitors were ordered himself for fully ten minutes to the full in haste off the train, the royal party [illegible] given out that the train would start soon.

Prince Showed Himself to Crowd.

Up to this time the Prince had not made his appearance on the rear platform, and aside from the handful of prominent citizens and the young ladies, no one in Rochester had seen him. But as the visitors retired, Prince Henry came out on the platform and showed [illegible] view of the crowd.

He remarked to the members of the committee as they left the car that he was sorry he was unable to say anything to the crowd outside, but there was so much noise and confusion that it would have been farcical to attempt any speech making under such conditions. But the thousands of people contented themselves with cheering themselves hoarse, while the Prince bowed his acknowledgments and saluted a number of times, giving the military salute in true soldier fashion.

Stood to View Ten Miles.

It might have been awkward, certainly it must have been a bore, to stand so long looking down on a yelling crowd, saying nothing and doing nothing but making motions; but the Prince evidently was willing to give the crowd all the chance desired to see him, and he stood heroically at his post.

As the long train slowly pulled out of the station at 9 o'clock, the bands playing "Star Spangled Banner," the red lights making a trail of fire, Prince Henry still continued in view, waving his farewell to Rochester and its crowd of yelling, excited, enthusiastic humanity. Rochester's last view of the Prince as the train sped out of the train house was in a blaze of red and fireworks, his blue uniform gradually dissolving away into the darkness and the fiery light.

The Prince's first visit to Rochester was short, but the reception he got inside the twenty minutes was most strenuous. If he ever knows anything of Rochester outside of howling crowds, red fire, band music and presentations, it will be by looking over on his return to his German home the views of Rochester contained in the album. Otherwise his impressions of Rochester will be rather limited and may not be as favorable as if he could have seen something outside the old train shed.

Prince's Tour Yesterday.

Since 10 o'clock Tuesday night Prince Henry has traveled in six states, received the greetings of tens of thousands of people, made a flying visit to Niagara Falls, touched Canada, where, as the grandson of the late English Queen and the nephew of the present English King, he was received with enthusiasm, and now he is rushing along on his special train headed for Boston.

From soon after daybreak yesterday morning until late last night his programme was one continuous ovation. There is no use trying to analyze the motives of the people in turning out in such vast numbers to get merely a glimpse at best of the distinguished traveler. It is sufficient that they did turn out in crowds as large as ever greeted a President of the United States in his journeys through the country.

Yet there are certain factors in the problem which are obvious enough. Naturally, his presence appeals to the Germans and draws them almost in a solid body at every place he stops. Then there is the fact that no excursion has ever been advertised more than has this one and that brings out that large body of American citizens who are always ready to take in any free show.

Prince's Popularity.

And there is the further and very important fact to be considered that the American people have got the impression, an entirely accurate one, that Prince Henry of Prussia is a level headed man, utterly free from affectation and snobbishness, and, above all, that he is what is known as "good fellow" with warm sympathies, a keen sense of humor and a great admirer of "Bob" Evans.

It is an undeniable fact that with every day of his stay in America his personal popularity is increased, for hardly a day has passed that there has not been some act of thoughtful courtesy on his part to make people like him better.

Probably in all the United States few wearier men went to bed last night than was the Prince when he turned in after all he had been through from Chicago and Milwaukee to Rochester and on to Boston. It was not in the nature of things that he could have been overjoyed when, at a little after 6 o'clock yesterday morning, a maddening brass band broke loose with the perennial "Wacht am Rhine." It was at Toledo that this occurred. A committee of rotund municipal statesmen, ea h bearing a bunch of posies, was on deck when the train reached the station. The row they and their band made awakened the entire train from profound slumber. Yet the Prince was forgiving enough to wire from Cleveland a message of thanks to the Mayor of Toledo. Later in the day he telegraphed to Chicago, inquiring as to the condition of a cavalryman who was thrown from his horse during the street parade there, and was serious hurt.

SOME STIRRING SCENES INSIDE TRAIN

There were people in th will carry the memory of their graves. Such a s been seen in Rochester be many years bef will greet any d [illegible]

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crowds in Rochester on every point, but never one that could in some ways compare with the great throng of last evening.

At first it was an orderly crowd, but the coming of the Prince was the signal for the most disgraceful scenes, in which women were crushed and beaten and trampled under foot. It was pre-eminently a selfish crowd, and not at all in keeping with the traditions and the prideful boasts of Rochesterians who have done much for the city and who have tried to give it a good name among the cities of the state.

Arrangements in Advance.

The arrangements that were made for the handling of the crowd were elaborate and perfect in every detail as arranged in advance. The train shed was roped off in sections before the crowd was admitted. The decorated flat car stood just a little east of the center of the shed and there was a roped inclosure that took in perhaps fifty feet, and ran over the first five tracks. This space was reserved for the military, the societies, and the members of the reception and arrangements committees, and the citizens committee. To the west of this section there was a large open space that was supposed to be filled by those people who had admittance to the train shed.

Rank of Official Party on Board the Train.

THE GERMANS.

First—Prince Henry of Prussia.
Second—Baron Von Seckendorff, Vice Admiral and Count Marshal.
Third—Vice Admiral Von Tirpitz, Prussian Minister of State and Secretary of the Imperial Admiralty.
Fourth—Adjutant General Von Plessen, General of Infantry and Chief of the Emperor's personal military staff.
Fifth—Baron Eisendecher, formerly German Ambassador to the United States, who travels as plenipotentiary.
Sixth Admiral Count Baudissin, commander of the Emperor's yacht Hohenzollern.
Seventh—Captain Von Mueller, president of the Imperial Naval Cabinet.
Eighth—Captain Von Grumme, naval aid to the Emperor.
Ninth—Lieutenant Commander Schmid Von Schwindt, aid to the Prince.
Tenth—Lieutenant Commander Von Egidy, aid to the Prince.
Eleventh—Captain Von Trotha, the Emperor's general aid-de-camp.
Twelfth—Staff and Body Surgeon Reich; Herr Hintze, chief clerk of the secretary of the Imperial Admiralty acting as private secretary to the Prince.

THE AMERICANS.

First—David J. Hill, Assistant Secretary of State and the official representative of the State Department. He was formerly President of Rochester University.
Second—Robley D. Evans, Rear Admiral and special aid to the Prince.
Third—Henry C. Corbin, Adjutant General of the United States.
Fourth—Colonel T. A. Bingham, special aid furnished by the War Department.
Fifth—Commander W. S. Cowles, special aid furnished by the Navy Department.



HON. DAVID J. HILL,
Former President of University of Rochester, Now Assistant Secretary of State, and Personal Representative of President Roosevelt With the Prince Henry Party.

People Arrived Early.

Very early in the evening there was a detail of the police sent to the station to keep the crowd out until the time for the opening of the shed for their admittance. This detail found that they were not early enough and that there was quite a crowd already in places of vantage, that refused to move under any circumstances. These people were allowed to remain because it was absolutely impossible to remove them.

About 6:30 o'clock Chief Cleary and Director Hayden called in all their men and issued the orders for the evening. The men then went to the station and



Mayor A. J. Rodenbeck.

arranged themselves to keep order. They little knew the herculean task they had set themselves to perform. The whole force was out, and in all there were 75 men in uniform at the station, both inside and out. Then there was also the detective force that mingled with the crowd, in the endeavor to detect any sneak thieves who might seek to carry on their nefarious business under shelter of the night, the crowd and the excitement.

Bluecoats Were Overwhelmed.

The force was in charge of Captain McDermott, with Lieutenant Sherman as his second in command and a sergeant from each precinct to act as general aides. The greater part of the force was stationed inside the big train shed. It was thought that the police would be sufficient to keep the crowd in order, but the men in charge reckoned without their host. They did not figure that the throng of last evening was not an ordinary one, and did not find it out until it was too late. But to do them justice, no body of men could have worked harder or done more to preserve order than those men last evening. It was simply that the press of humanity was too large for any kind of a force to handle.

Hard To Keep Crowd Back.

About 7 o'clock the uniformed societies and those not in uniform commenced to arrive. Then it was that the duties of the police officers took on the appearance of work. The uniformed societies of course marched into the train shed in military formation, and as the crowd outside was by that time commencing to assume giant proportions, there were



Hon. Frederick Cook,
Member of the Reception Committee.

scores of small boys and many men who sought to gain admittance to the building by following close on the heels of the marching men. The officers tried to stop this and for the first part of the evening they succeeded very nicely. Then there commenced to be organized parties that made the attempt to gain entrance and did get in despite the most strenuous efforts of the guards. The shed rapidly filled and long before 8 o'clock there were more people than the place could comfortably accommodate.

Good Natured at Outset.

It was a good natured crowd, for the most part, and continued to take all suggestions in good faith until it had assumed such proportions that everybody was looking out for himself or herself; then the real trouble commenced. The Prince's train was signaled in the block, and immediately everyone was on tiptoe, ready to see all there was to be seen. They commenced to jostle one another and to fidget under the restraint that was being placed upon them. It was like the gradual brewing of a storm at sea, and from a low murmur the noise increased

of the [illegible] mass to air and water. It is estimated that there were at least twenty women that either fainted or were injured in that crowd.

AMUSING SIDE LIGHTS ON PRINCE'S RECEPTION

One of the most amusing incidents was that in which Jacob Gerling figured. He was very anxious to see the Prince who, by the way, is a countryman of the Rochester man. He wanted a good position where he could see. The knot of people that had secured positions around the flat car, knew Mr. Gerling, and were willing that he should get the best place that could be gained if there was any way that they could help him to it. He lost no time in telling the people that he wanted to get upon that flat car where he could see the Prince. The crowd seized upon the proposition as advanced and in the twinkling of an eye he was precipitated over the edge of that flat car, as though he had been propelled by a catapult. The rest of the crowd caught the humor of the situation, and there was loud acclaim. Mr. Gerling when he was safely settled on the car doffed his hat and bowed low to the multitude.

A Bootblack Got Through.

A wee small tiny chunk of a bootblack, not more than two and a half feet high, scurried through or rather between the legs of a great large policeman, and dove into the thickest of the crowd in the roped inclosure. The policeman felt the commotion about his trouser legs, and fearing that the little waif would get crushed in the crowd, he followed, with the intention of catching the gamin, if possible. This last is said advisedly, too, for as it turned out he did not catch the little fellow. The boy saw the Prince, and added his high treble to the greater roar about him, when the royal train stopped and the Prince appeared on the platform.

"Three cheers fur de Prints," sang out the shrill small voice at the side of the car, as he cheerfully waved his battered cap, and sat secure on the brawny shoulders of a big railroad man. The Prince caught the sound above the great noise, and turned toward the child. Seeing from whence the little voice came, the noble German smiled and raised his visored cap, though in most cases when the people called, he simply touched the visor in a military salute.

Decorations Inside the Station.

There was a great flare of red lights and the shooting of Roman candles, when the train drew into the depot, and again when it went out. The interior of the trainshed was quite a pleasing sight last evening, and in marked contrast to its ordinary everyday appearance. Besides the number of extra electric lights there were suspended from the center girder of the roof, two flags of the United States and the other of the German Empire. Along the sides of the structure there were many additional lights and as had been promised, the place was as light as day. The railroad company also, true to its word, kept all shifting engines except one out of the shed. There was no noise, save that made by the people, but that was enough to stop the programme as it was planned.

BIG CROWD JOSTLED OUTSIDE STATION GATES

The patrolmen and their officers marched from the central police station at 6 o'clock, and reached the New York Central station a quarter of an hour later. The men were then split up in squads, each squad in charge of a sergeant, part being stationed within the train house, part in the waiting rooms, and part on the outside. The patrol wagon was sent over also with 200 or 400 feet of rope to be used in keeping back the crowds.

It was a busy time the officers had in handling the crowd, which exceeded in size all expectations. When the officers arrived at 6.15 o'clock at least a thousand persons had already gathered outside the station. They seemed to be coming from all sides. From 7 to 8 o'clock the streams of humanity pouring down the streets in the direction of the railroad became thicker and thicker.

Central Avenue Packed With People.

The people began to gather first about the entrance to the trainhouse west of the waiting rooms. It backed up from this point and spread out on the carriage way leading from the street by the main entrance and baggage room. This space soon became too small, and the sidewalks then, became a surging mass of human beings. At the corner of Central Avenue and Clinton Street, there was a great crowd; at the corner of St. Paul Street there was another, and the sidewalks on Central Avenue between these points and extending for a considerable distance be-

who gathered on the outside, gave up all hope of seeing the Prince, still they stood around in the cold, some of them for two hours to see the fireworks, hear the booming of the cannon and catch some of the enthusiasm that attended the royal visitor's reception.

The small boy was out in large numbers and he found every possible point of vantage where those older in years could not get. The stone wall between the driveway and Central Avenue was completely lined with youngsters who could easily overlook the crowd on the outside from this point. There were boys clinging to the window sills in the train house. They climbed telegraph poles; in short, they seemed to be everywhere.

Arrival of Receiving Party.

It was nearly 8.30 o'clock before President Henry Brewster and his party arrived. They made their way through the crowd with great difficulty, and with the assistance of two or three officers.

One of the officers rapped on the doors of the main entrance to the station with his club. It was opened slightly, and then the party, all wearing badges, was admitted, but the members of the party were not the only ones who got in. The crowd that surged around this door was waiting for just such an opportunity. The official party was no sooner through the doorway than there was a mighty push. The combined weight of hundreds of men and women was exerted in the direction of the door. It carried those on the front edge of the crowd through the doors before they could be closed. Those in the rear seemed to enjoy the situation more than those next to the doors. Many of the women were roughly handled. The crush was frightful. It seemed as if the whole crowd would be pushed in before the officers could close the doors.

By the herculean efforts of a dozen policemen, however, the doors were finally closed, and they were not opened again for anybody. Many of those who had badges were admitted through the door of the American Express Company building on Central Avenue and made their way into the train house in this manner. Here the same difficulty was experienced, many persons who were not provided with badges pushing themselves through the doors, in spite of all the officers could do.

A Frightful Crush.

With the first boom of the rockets announcing that the train bearing Prince Henry of Prussia had reached the city limits, the crowd on the outside began to cheer and press toward the doors, where it was announced the sightseers would be admitted to the train house when the train had come to a standstill. It was a splendid sight to watch the swaying mass of human beings and to hear the cheering as the train pulled through the double line of bursting fire on each side of the track. Although there were thousands of persons inside the train house, the number was more than doubled by those on the outside, and the two vied with each other in making the welcome of the Prince vociferous.

When the long train, which worked its way slowly into the station, had finally come to a standstill, the iron gates at the east and west ends were opened, and then there was a mighty rush inside, like the waters of a great river breaking through a dam. The crowd carried everything before it. It pushed aside the persons standing on the inside of the train house like so many straws. Women were jostled and squeezed in the frightful crush until they fainted by the score, but the people pushed and elbowed their way in to get a glimpse of the Prince, with little consideration for personal comfort, until the train house was crowded with human beings as close together as they could possibly be packed. On no former occasion has Rochester seen such a crowd as gathered to welcome the German Emperor's brother.

GIFTS FOR PRINCE FROM ROCHESTERIANS

That the people of Rochester were aware of the honor that the German Prince conferred on the town, was proven by the number of gifts that were showered on the noble sailor. Of course the gifts of the Chamber of Commerce were the most expensive, and at the same time the ones that the Prince will value when he gets to his Fatherland, and has time to examine them.

Nothing could be more appropriate as a gift than the beautiful album that was given to the Prince. The volume is really in the nature of a portfolio. It is bound in black morocco leather and upon the first cover is the inscription: "Rochester, State of New York." After a few blank white sheets that protect the fly leaf, comes the inside inscription which reads as follows:

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SUGGESTED BY THE ROYAL HIGHNESS, PRINCE HENRY OF PRUSSIA. BY THE ROCHESTER CHAMBER OF COMMERCE, MAY 5, 1902."

Then follows in order photographs of the city, showing it at its best. The photographs are Artato Platino and are real gems, showing up beautifully every building and other scene represented.

Photographs of Rochester.

As it should be, the first photograph in the album is the representation of the Chamber of Commerce building. Then follow in the order named the Otis arch, Monroe County Court House, Granite building, Ellwanger & Barry building, Rochester Savings Bank, Powers building, State Street, looking north; Main Street, looking west; executive offices and camera works of Eastman Company, Kodak Park, Bausch & Lomb Optical Company, New York Central railroad station, State Industrial School, Vacuum Oil Company's tanks, Bartholomay Brewing Company, Soldiers and Sailors monument, University of Rochester, upper falls of the Genesee and lower falls of the Genesee (both remarkably fine views), view in Seneca Park, view in Genesee Valley Park.

The last picture is "American Beauty Rose" and in it the photographer has reached the highest degree of art. It is simply a reproduction of a rose, and the picture was made from a negative that is almost if not wholly, perfect in every detail.

If Prince Henry does not enjoy looking over the views of the city of Rochester it will not be the fault of the Chamber of Commerce, nor of the men who compiled the album. It is certainly a remarkable piece of work and worthy of the personage to whom it is presented.

Every sheet in the book that contains a photograph is entirely sensitized separately and the picture is reproduced in the center. Great care must be taken in the matter of blocking out the page, and no one would take a contract to reproduce the book for anything less than $100.

The camera, given to the Prince is for his wife. His Royal Highness was more than pleased at this mark of respect and kindness, far more so than he would have been had the camera been presented to himself personally. The machine bears on its back a solid gold plate with the following inscription: "Her Royal Highness, Princess Irene, from the Eastman Kodak Company of Rochester, N. Y."

A Beautiful Camera.

The camera is a marvel in point of construction and beauty. The case and camera is of a Russia leather, maroon. The camera itself has gold trimmings throughout, is fitted with plastigmat lenses, with automatic shutter.

This camera was made especially for the occasion by Eastman Kodak Company and is undoubtedly the finest piece of work that the factory has ever turned out. One look at the machine is enough to enchant the camera fiend. It is as handsome as such an instrument could possibly be. The bellows of the machine, which in those made for ordinary mortals is of leather, is in this instance of the finest kid. The camera cost about $200.

Gift From Local Artist.

John Z. Wood of the Rochester Art Club presented to the chamber, as a gift for the Prince, a beautiful water color, showing Trout Lake, in Seneca Park. It is set in a mahogany frame, with a gold moulding set about the picture, making a very handsome article. It is one of the articles that the Prince will value most highly of all that he receives on his trip, as it represents such a sunset as perhaps is never seen in his beloved Fatherland.

In the album that was presented to the Prince, there had been much careful and painstaking work. The negatives for the pictures were furnished by the Eastman Kodak Company and by Webster & Albee, and the work of getting them in shape was done by the Eastman Company. The binding was done by Henry J. Moore.

Inside both the camera and the album letters were placed, so that those who opened the gifts might know from whom they came and just how much toil and time they represented in the compiling of the one and the manufacture of the other.

Other Gifts From Citizens.

Among the other gifts that were put on board the train were the following: From George Ellwanger, sr., a hamper of very fine pears; from the Bartholomew Brewing Company, a barrel full of bottled beer, of a special brew for this occasion and a number of very handsome

[illegible] The American Brewing Company sent to the train in the [illegible] special brew. For [illegible] applications [illegible] to the Prince's train by Eli Upton. All these articles and others were put aboard the train and were not given to the Prince personally. That goes without saying. He will have ample time to look over these remembrances in the time that he is traveling about the country.

FRANCO-PRUSSIAN VETERANS GREETED EMPEROR'S BROTHER

Very fittingly, German military organizations and German singing societies took a conspicuous part in last night's reception. Indirectly this calls attention to the fact that German life, with its characteristics pertaining to music and military affairs, holds a prominent place in Rochester. It is estimated that of the city's population at least one-fourth is German, a larger percentage than can be found in other places, possibly excepting St. Louis and Milwaukee.

One of the time honored institutions of the city is the Maennerchor (men's chorus), a body of singers which has delighted Rochester audiences ever since 1854, the year of its organization. This society is divided into two parts, those who are active members and those who are passive constituting the divisions. The active members, numbering altogether about sixty-are the singers; the passive members, about 200, take no part in the musical life of the organization, but look after the social side, which is given an equal amount of consideration. Since its organization about fifty years ago, the Maennerchor has taken part in some of the noted musical festivals held throughout the country, particularly in New York, Philadelphia and the Saengerfest at Cleveland.

"Ich Gruesse Dich!"

Although the Maennerchor is the most prominent singing society in Rochester, it is by no means the only one; altogether, there are a dozen others. Representatives of the other societies to the number of forty united with the Maennerchor last night in singing "Ich Gruesse Dich" at Central Station.

Next in importance to the Maennerchor is the Rochester Liederkranz, which has been in existence for many years, during which time it has entertained Rochester audiences upon more than one occasion with the vocal masterpieces of the German composers. Ranking with this is the Beethoven Gesengverein, which has a large and enthusiastic membership.

Other German singing societies which have contributed much to the musical life of Rochester are the Arbeiter Sangerbund (Workingman's Singing Union), The Badischer (Baden maennerchor) and the Bayrischer Sangerbund. The two latter societies take their names from the kingdoms of Baden and Bavaria, and, as might be supposed, are composed of men who came either themselves or by descent from those states of the German Empire.

Among the other societies which took part in the chorus last night were the Cacilia Gesangverein, the Harmonia Maennerchor, the Turngesangsektion and the Schwabischer Liederkranz, which, being interpreted, means "the song wreath from Swaben," a small state in Germany.

An organization which had a place of honor in last night's reception was the Deutcher Order of Harugari, a beneficiary lodge similar to the Odd Fellows or Masons. This order was introduced in the United States 55 years ago, and has branches all over the country. The local branch was founded about a year ago, and already has a large and growing membership. There are several lodges in this city, but only one of them, the Baldur Comthrutel, is uniformed. This lodge turned out last night with sixty members.

German Army Veterans.

The German Military Society is an organization composed of those who have seen service in the German army. The society was organized in this city in August, 1895, and has a present membership of 55. It is a fraternal organization, and in some respects resembles the G. A. R. In case of sickness a member receives $5 per week for medical service; a fund amounting to $1,000 has been reserved for this purpose. Meetings are held on the first and fourth Monday of every month at the headquarters of the order on Remington Street. The officers of the society are John Fackiemann, captain; Charles Macke, first lieutenant; John Schaffer, second lieutenant; Godfreid Layh, treasurer; George Klasterer, first feldweber; G. Richerer, second feldweber.

[illegible] survivors of the Franco-Prussian war. One of these veterans took part in many of the 52 battles of the war and was present at Sedan when Napoleon III was captured.

In relating his experiences, he gave an interesting account of the battle of Weisenberg which was fought in August 1870; this was the first battle of the war, and like all which followed, it was a decisive victory for the Germans.

His account of the battle of Sedan was interesting. The contest between the two great armies began on the morning of September 1, 1870, and was continued all that day and the next. The armies were nearly evenly matched as far as numbers were concerned, the French having nearly 250,000 men and the Germans a few less. The locality where the battle was fought was hilly; for this reason the combat was more fiercely contested than if fought on level ground, each army attempting to gain possession of the hills, realizing their strategic value. First one, and then the other would be on the summits. In this way the contest was kept up until the afternoon of the second day, when the entire French army was surrounded. After a brief resistance, the French gave in to the Germans; 80,000 prisoners were taken among their numbers being the Emperor of the French himself. The battlefield occupied sixteen square miles, every foot of which was fought over for nearly two days.

MR. DANIELS IS IN CHARGE OF THE ROYAL TRAIN

Much wonder was occasioned by the size and the beauty of the train on which the Prince is making his trip over the country. Many remarks were passed at the station last evening along these lines, but all wonder is at an end when it is understood that George H. Daniels, general passenger agent of the New York Central & Hudson River Railroad is on the train. Mr. Daniels boarded the train in Buffalo and will remain with it until the trip to Boston and back to New York is finished. He was the guest of honor at dinner with the Prince last evening.

The train of the Prince was drawn by two of the big engines of the Central-Hudson, Nos. 916 and 948, and the train itself consisted of the following cars: Utopia, Garonne, Willard, Iowa, Indiana, Ohio and Columbia. The royal party is made up as follows:

CAR 1, OHIO.

His Excellency von Tirpitz.
His Excellency von Plessen.
His Excellency von Eisendecher.
His Excellency von Seckendorff.
The Hon. D. J. Hill.
Major General Corbin.
Admiral von Baudissin.
Colonel Bingham.
Commander Cowles.

CAR 2, INDIANA.

Captain von Mueller.
Commander von Grumme.
Count Quadt.
Commander von Rebeur.
Dr. Reich.
Dr. Mantler.
Commander von Trotha.
Commander von Egidy.
Count M. G. Seckendorff.
Railroad Director Boyd.

CAR 3, IOWA.

Herren Hintze and Kinne.
Mr. Egan.
Mr. Tyler and Mr. Hazard.
Mr. Wilkie and Mr. Burns.
Ceotain Damhauer.
Mr. Zoeller.
Dr. Viereck.
Mr. Hare.
Mr. Lazarnick and Mr. Dunn.

CAR 4, UTOPIA—(Servants.)

CAR 5 COLUMBIA.

A—Admiral Evans.
B—Herr von Holleben.
C—Prince Henry.
D—Adjutant Schmidt von Schwind.

In the dining car Willard the tables are arranged to seat the guests, two at each table, in the following order. Admiral Evans and Ambassador Von Holleben having seats reserved for them in this car as well as in the Prince's car, Columbia:

Sec. 1—Admiral Evans and Dr. Hill.
Sec. 2—General Corbin and Captain Cowles
Sec. 3—Excellencies Plessen and Eisendecker.
Sec. 4—Excellency Tirpitz and Colonel Bingham.
Sec. 5—Excellency Seckendorff and Admiral Baudissin.
Sec. 6—Captain von Mueller and Commander von Grumme.
Sec. 7—Count Quadt and Commander von Rebeur.
Sec. 8—Dr. Mantler and Dr. Reich.
Sec. 9—Commander von Trotha and Von Egidy.
Sec. 10—Excellency Holleben and Count M. G. Seckendorff.
Sec. 11—Chief Wilkie and Officer Burns of the secret service.

COMMITTEES IN CHARGE OF THE BIG RECEPTION

The committees in charge of the reception to the Prince were not given out for publication until last night. Besides the arrangement committee, appointed some time ago by Mayor Rodenbeck and President Brewster of the Chamber of Commerce, there are executive, citizens and reception committees, as follows:

[illegible]
Philip Tawman,
L. C. Wetmore,
Robert England,
Chas. J. Biehler,
J. Ehleman,
Philip Fried,
Geo. F. Gunkler,
Henry Hebing, jr.,
C. Haefele,
Paul Kachhold,
Chas. E. Kohlmetz,
N. Kemmel,
John Luther,
Louis C. Langle,
Emil Ludekens,
Lawrence McGreal,
Wm. J. Quinlan,
G. Staud.
G. Schneider,
B. Voelcker,
Geo. C. Buell,
C. H. Babcock,
Leo Block,
Fred C. Loebs,
W. S. Morse,
J. Y. McClintock,
Clinton Rogers,
Wm. H. Smith,
Rev. J. P. Sankey,
John F. Alden,
Fred G. Beach,
Wm. C. Barry,
G. Clay Cox,
P. V. Crittenden,
Henry J. Moore,
Geo. L. Primrose,
H. H. Rich,
Irving Rouse,
F. A. Stecher,
A. J. Townson,
Hiram W. Sibley,
H. F. Atwood,
Fred. P. Allen,
Wm. F. Balkam,
W. L. Cole,
Dr. James C. Davis,
Gustave Erbe,
Jacob Gerling,
Rev. J. Helmkamp,
J. H. Judson,
J. Miller Kelly,
A. M. MacDonnell,
Edward W. Peck,
E. Albert Petri,
Geo. A. Redman,
E. H. Satterlee,
Dr. E. B. Angell,
Dr. J. A. Riegler,
J. J. Bausch,
John F. Brayer,
Dr. Wm. S. Ely,
Prof. G. M. Forbes,
Max Landsberg,
Max Lowenthal,
Jos. Michaels,
Dr. J. P. Whitbeck,
Dr. E. H. Wolcott,
Frederick Will,
Chas. D. Tuke,
H. S. Woodworth,
Jas. Brackett,
W. W. Armstrong,
Ed. E. Bausch,
Rev. M. Bartlett,
Rev. W. T. Brown,
Rev. C. A. Barbour,
Jos. P. Cleary,
Rev. A. S. Crapsey,
Rev. F. T. Clayton,
Rev. R. Converse,
Hon. Martin Davis,
F. C. J. Delninger,
Hon. R. Gardiner,
Geo. A. Gilman,
Rev. W. C. Gannett,
James Gosnell,
George Wilder,
John S. Warren,
Benjamin Hoag,
Rev. M. Hargather,
Rev. J. A. Hickey,
Hon. W. S. Hubbell,
Mathias Kondolf,
Rev. T. Hendrick,
Hon. M. E. Lewis,
Francis B. Mitchell,
Rev. B. J. McQuaid,
John Meinhard,
Rev. G. D. Miller,
Rev. A. Notebaert,
Rev. E. Olmstead,
Chas. E. Ogden,
Edward F. Pillow,
Walter Powers,
Jno. H. Rochester,
George G. Sage,
A. C. Simmons,
Frank G. Smith,
Rev. J. W. Stewart,
Rev. H. H. Stebbins,
W. A. Sutherland,
Adolph Splehler,
Rev. W. R. Taylor,
John Van Voorhis,
E. N. Walbridge.

Citizens Committee.

Roland W. Graves,
Chas. E. Ives,
Geo. F. Foster,
Wm. Karges,
Wm. Strutz,
Chas. O. Newhall,
Dr. John Ready,
Geo. Kinsel, jr.,
Howard Mosher,
R. P. Goettel,
Chas. Van Voorhis,
Horace G. Myers,
Frank M. Crouch,
Eugene C. Denton,
John Bronk,
Harry Mock,
W. W. Webb,
E. Van Voorhis,
S. W. Hagaman,
Jas. C. Connolly,
Wm. E. McKee,
Rev. S. R. Nelson,
Chas. H. Rice,
Henry G. Cook,
Peter Paul,
John H. Dana,
Geo. J. Knapp,
B. L. Harris,
Jas. M. Callahan,
John J. Fisher,
W. R. Van Demark,
E. D. Kennington,
J. G. Kaelber,
Henry Kleindienst,
Thos. A. Kilip,
Wm. Keneaiy,
Chas. Little,
John J. Meehan,
August J. May,
John McParlin,
P. R. McPhail,
Rev. L. F. Meyle,
John E. Morey,
John M. Murphy,
Henry C. Maine,
Rev. John Nicum,
John A. Nagle,
Christian Nagle,
Lyman F. Olis,
Frank X. Pfer,
Ed. F. Pillow,
Herman Praeffin,
Wm. T. Plumb,
Joseph Palmer,
Andrew Pichler,
Geo. H. Perkins,
Wm. Prizer,
Chas. F. Pond,
Henry H. Pryor,
Wm. J. Quinlan,
Frederick Rohr,
Moses Rosenberg,
Frank J. Rice,
J. F. Ribstein,
H. S. Redmon,
Frank C. Smith,
G. M. Schwartz,
Thos. Swanton,
John M. Steele,
Peter W. Seller,
Simon Stern,
C. P. Schlegel,
Julius Stoll,
Emil Stern,
Jos. F. Tozer,
James J. Tanner,
Joseph F. Tower,
Irwin Taylor,
Wm. H. Tracy,
Wm. Thompson,
H. J. Thompson,
C. W. Thomson,
August Uebel,
Wm. Vicinus,
John Weis,
E. F. Wellington,
William Ward,
Rudolph Weis,
A. G. Wright,
Charles Weis,
Jos. C. Wilson,
Thos. E. White,
Jas. L. Whitley,
Sol. Wile,
Geo. C. Whipple,
C. J. Wichmann,
Edward G. Werner,
Edward Wallis,
H. V. Woodward,
Stephen J. Warren,
C. B. Woodworth,
Hon. G. E. Warner,
V. P. Whitmore,
Frank A. Ward,
Pedro Wamzke,
Geo. J. Wunder,
Chas. L. Yates,
John Zellweger,
Fred. W. Zoller,
Ed. Stockbridge,
John Snyder,
Oscar Splehler,
Irvin Plumb,
Dr. Gustav Mannel,
R. Rullfson,
Leon Stern,
H. R. Stockbridge,
Hon. Jacob Gerling,
Hiram Woodi,
E. H. Scrantom,
Spencer Greene,
T. P. McGarrick,
Boyd G. Saunders,
Thomas Turner,
Percy McNeal,
J. W. Stebbins,
Isaac Adler,
Jos. T. Alling,
L. M. Antisdale,
Anson C. Allen,
Wm. Allen,
Jas. H. Brown,
Wm. Bausch,
A. Benedict,
C. U. Bastable,
Wm. J. Baker,
Jos. A. Crane,
Geo. G. Carroll,
Rev. Carl Conrad,
Jos. Cauffman,
Rev. T. F. Connors,
P. Chamberlain,
John H. Chadsey,
Hon. J. W. Clark,
Geo. W. Clark,
Wm. H. Craig,
Howard Clapp,
Eugene J. Dwyer,
John F. Dinkey,
Alfred Elwood,
Ed. F. Ellsworth,
Thos. W. Ford,
Rev. F. Fry,
M. C. Gannon,
Geo. W. Geier,
Chas. B. Gilbert,
Rev. Isaac Gibbard,
Rev. H. W. Gail,
J. L. Guerinot,
Rev. Ernest Heyd,
John H. Hill,
J. C. Happ,
Rev. E. Hartman,
Emil Heugel,
Frank J. Hone,
A. J. Hollister,
John Hart, sr.,
Wm. Haltz,
Chas. Hudson,

Committee of Arrangements.

Hon. H. C. Brewster
Hon. Fred. Cook,
Thos. R. Dunn,
Frank Pritzsche,
Jas. S. Graham,
Henry Hebing,
John M. Ives,
Henry Lomb,
A. J. Rodenbeck,

Executive Committee.

Hon. G. W. Aldridge
Chas. E. Angle,
J. N. Beckley,
Max Brickner,
Chas. J. Brown,
Frank Brownell,
Benj. E. Chase,
Hon. J. M. Davy,
Geo. Eastman,
H. H. Edgerton,
Geo. Ellwanger,
Ed. B. Foreman,
Chas. P. Ford,
H. B. Hathaway,
A. B. Lamberton,
Col. N. P. Pond,
Rush Rhees,
R. A. Sibley,
A. E. Sutherland,
Wm. E. Werner,

The Reception.

Prince Henry of Prussia has been rushed about the country at the rate of forty-five miles an hour, on the average, has passed through a dozen states and a score of thriving, enterprising cities, and has heard the cheers of several millions of American citizens, but it is doubtful if anywhere on his journey he has seen more real enthusiasm than was manifested in Rochester last evening. There are many persons of German birth in Rochester, and, though they are American citizens now, they still have a deep love for the Fatherland, and rejoiced at the opportunity to honor the emperor's brother. There are also many residents of Rochester who, with no German blood in their veins, are yet sincerely appreciative of the cordial relations that exist between the German empire, one of the mightiest nations of the Old World, and their own country, the mightiest nation of the New World, and are earnestly desirous that these cordial relations shall continue. They, too, were on hand. But joined to the patriotic Germans and the appreciative Americans were some who were actuated by curiosity merely, and there were times when their curiosity got the better of their good sense and their politeness, and the unfortunate disturbances that were created were due wholly to them. It was regretted that the police force and the military were not out in larger numbers, and that they were unable to preserve that degree of order that was really necessary to the successful management of the reception. Prince Henry, however, could be under no delusion as to the real sentiments of the people. There was, to be sure, some idle curiosity and an occasional manifestation of disrespect, (though nothing more in this line than has been manifested elsewhere), but the people as a whole were rejoicing in the opportunity to show their regard for the prince, for the gracious character of his mission, and for the nation he represented. In some respects the plans of the committee were interfered with, but the attendance was far larger than anybody expected, and the enthusiasm surpassed expectations also.

Rochester's Greeting to Prince Henry.
R. & C. Mar. 6/02

Prince Henry cannot be said to have seen Rochester last night, but a considerable number of the people of Rochester saw Prince Henry and greeted him with demonstrations that were at least enthusiastic. The occasion was not favorable for the formalities of welcome that had been planned, and they had to be dispensed with in the main, but as the distinguished visitor is probably surfeited

with that sort of thing he must have found the almost delirious popular ovation of last evening an agreeable change. It is a pity that he did not have an opportunity to see the city itself, but an examination of the views contained in the album presented to him will, it is hoped, convince him that Rochester, with the natural beauties of its environs, is one of the most attractive cities of the great country whose guest he is. It is estimated that 25,000 people were in the throng that tried, many of them vainly, to get within seeing distance of the royal train—to get within hearing distance of anything but the mighty voice of that throng was out of the question. The assembling of such a multitude, at a late hour in the evening, for such a purpose, is not without significance. It is true that Rochester has a large German population, but that does not adequately account for it. The people seem to be moved by an impulse of hospitality and cordiality toward the man who comes to them as the representative of the German nation. The fact that he is a prince of the blood, the brother of the Emperor, doubtless influences the idly curious in some measure, but in the main the popular greeting which he has received springs from the common desire of the people to express their good will toward a great foreign power that has in this unusual way asked for the friendship of the United States. For that is what this visit means. All of the circumstances connected with this visit of Prince Henry point to a deliberate design on the part of the German Emperor to make Germany and the United States good friends, to make them better acquainted, and to cultivate relations that will be mutually profitable. Rochester has done her share toward reciprocating the sentiment which prompted this proffer of friendship. Prince Henry cannot have failed to be impressed by the heartiness of the greeting which met him here.

FRIDAY, MARCH 7, 1902.

GREAT CROWD DEFIED POLICE

MANY HURT IN EXCITEMENT OVER PRINCE HENRY.

MUCH DISAPPOINTMENT

GERMANS HURT AT FAILURE TO CARRY OUT PROGRAMME.

DR. RHEES HELD BACK

Dense Crowd Kept the President of the University From Approaching the Train—He Was to Have Been Presented to the Prince—Incidents of Wednesday Night.

Now that Prince Henry has come and gone and people have had time to recover their equilibrium and rest their weary bones, affairs are likely to move with normal regularity for some time. The principal subject of conversation, almost overshadowing the prince himself, is the immense crowd which gathered to see him.

The estimates of the size of the assemblage vary from 20,000 to 30,000, with no way of knowing which is nearest right. One thing is certain, however, that it was one of the largest crowds that Rochester has known. That of Memorial Day, 1892, when the soldiers' and sailors' monument was unveiled with the assistance of President Harrison; that of June 9, 1899, when the Douglass monument was unveiled, and that of June 15, 1900, when General Elwell S. Otis was received on his return from the Philippines, are the only ones which can compare with it.

In regard to the Rochester celebration, the New York Sun has the following from its staff correspondent.

"'Always surprises,' said one of the prince's party as the train moved into Rochester through a blaze of fireworks and the boom of cannons. 'It is always something new and astonishing.' Rochester is the residence of D. J. Hill, assistant secretary of state, who is representing the state department on the prince's tour. He was for eight years president of Rochester University and is exceedingly popular with his fellow townsmen.

"Perhaps this had something to do with the tremendous enthusiasm of the demonstration there. At all events, it was one of the most remarkable seen anywhere along the route. As the train approached the city a searchlight from a tall building was thrown upon it and followed it all the way in. From many of the skyscrapers in the town fireworks were let off, and for half a mile on each side of the station the train on arriving and leaving ran through lanes of red lights.

"As the train entered the station a salute of twenty-one guns was fired. The crowd overwhelmed the station and the streets for blocks around. It was the largest crowd of the day. The prince and his party had got the impression that the demonstrations for the day were passed, and

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...out. The arrival at Rochester amused them.

"Just as the train entered the station the great iron gates which barred the people out from the trainshed gave way under the tremendous pressure of the crowd, and the people swept into the station like the waters from a burst reservoir, covering every inch of vacant space in a twinkling and getting utterly beyond the control of the police."

It has been said that the reception was poorly managed, but this seems to be true only in so far as the lack of preparation for the monster crowd was concerned. The fireworks, etc., were all that could be desired, the gifts were presented, and as far as the speeches were concerned, it is not likely that they would have added greatly to the pleasure of the occasion had they been audible. Then the crowd, although it was boisterous and unruly, expressed its sentiments toward the prince in a most unmistakable fashion, and doubtless impressed him quite as favorably as would a more formal rejoicing.

Almost unanimously the people who made up that vast crowd are of the opinion that it was quite the limit in its pushing and shoving ability. There were some to be found who thought that they had a good time, but they were outnumbered many times over by those who heartily wished they had never gotten into the struggling mass of humanity from which it was impossible to extricate themselves. A number of articles were lost. One woman, whose hat was torn from her head, found that after raising her arms suddenly to rescue it she couldn't lower them again until the train left.

There were several persons injured in the crowd, but since none of them was taken to a hospital it was impossible to find the exact nature of their injuries. A physician broke his leg, a girl's wrist was fractured, and numerous women fainted and were trampled under foot. The Fifty-fourth Regiment Band was penned in a corner and a fat man tumbled through its bass drum, smashing the head. Several trombones were also broken. Several members of the citizens' reception committee were unable to get within hailing distance of the stand. Among them was President Rush Rhees, of the University of Rochester, who was to have been presented to the prince.

There were seventy-five policemen in the trainshed, two companies of the National Guard, and a division of the Naval Militia. The sailors were posted at the western end of the station and carried out their part of the programme well enough. The soldiers were somewhat late in arriving, and after they appeared and had cleared the hollow square meant for the guests with badges, they were broken up by the entrance of a train on the track designed for the prince's train. When this had moved out, the space was nearly filled with men wearing badges.

As the prince's train came into the station, the ropes were taken down to allow it to pass, and at the same time the crowd burst through the iron gates, and cut the ropes at the sides bearing down upon the royal car with resistless force. The worst part followed when the policemen, who were the active agents in restraining the crowd, pushed the first ones back, crushing those behind. If there had been more policemen in the first place it is probable that most of the crowding at that instant might have been avoided and the outlines of the roped-off space might have been preserved.

As a result of their hard work, most of the policemen who were engaged in the combat with the crowd were nursing sore limbs and bodies yesterday and were slightly lame. Chief Cleary and Chief Hayden, who were both on the scene, had nothing to say about the way in which the crowd was handled. Chief Hayden repudiated an interview published yesterday, and said to a Democrat and Chronicle reporter that he did not wish to be quoted as saying anything except that the police did the best they could. Wednesday night when Chief Cleary was asked by the reporters present to have an officer clear a place for them he answered that his men had all they could attend to on hand, and his sentiments since that night are not likely to have changed.

An unfortunate feature of the crowd was the inability of the German singing societies to greet the prince with a burst of song. No one felt worse about it than the singers. The various "choren" and "bunden" were scattered all over the station. One of the amusing features of the reception was the presentation to the prince of an empty box, instead of a handsome album of Rochester views. The portfolio finally got to him, but there was an amusing moment in the car when the box was found to be empty. It seems that Secretary Ives carried the parcel containing the portfolio to the station. While there he laid it down for an instant and President Brewster opened it to show the album to someone. Then the prince's train came, and Secretary Ives picked up the box and entered the car, Mr. Brewster following with the book of photographs. When the time came to hand over the gifts, the box was opened and found to be empty, when Mr. Brewster stepped forward with the volume under his arm, relieving the situation.

ERRONEOUS STATEMENT.

Daily Union 9/2/02

Secretary Ives Did Not Present Prince Henry With an Empty Box.

Speaking to a Union reporter regarding the Prince Henry reception, Secretary Ives said: "The statement in a morning paper that I presented an empty box instead of an album containing views of Rochester to Prince Henry is not true.

"There was no box about the album, which was simply tied with red, white and black ribbons, and it got into the hands of the prince in proper form."

...Secretary Ives's list...

...Chamber...			
...Meeting...			
...Secretary...			
...empty box to Prince Henry in lieu of the album given by the Chamber of Commerce: "Possibly this was intended for a joke; possibly it is funny. If, however, it was intended as a statement of fact it is simply untrue." Times 9/10/02			
Peoria, Ill.	56,393	1 10	1 10
Evansville, Ind.	56,100	1 00	1 00
Erie, Pa.	52,007	1 00	1 00
	52,780	1 00	75

WHAT IT COST ROCHESTER.

Union 9/10/1902

Prince Henry Greeting Estimated by Dollars and Cents.

The cost to Rochester of the Prince Henry greeting was $237.25. So Secretary Ives, of the Chamber of Commerce, announced yesterday afternoon at the close of the meeting of the original committee of nine, which made the arrangements for the welcome. The members of the chamber furnished the money by subscription. At the close of the meeting the committee disbanded. The sum named does not include the cost of the presents given.

There are no more disappointed persons in the city than the gentlemen who arranged the programme of the reception. No one denies that there were features of the demonstration that might have been eliminated to advantage.

The beautiful basket of orchids, costing $35, could not be handed to Prince Henry, the crowd being so dense that the bearer could not get to the car. The flowers went with the two barrels of beer into the commissary department. The prince did not see them. The band cost considerable, but produced no music after the arrival of the train, because the instruments could not be raised to the men's mouths. Several of the instruments were smashed before the players could lift them above their heads out of harm's way.

It is said that Rochester is the only city in which Prince Henry was introduced by an American. The German ambassador performed this duty at every other city. Here, out of courtesy to Assistant Secretary of State Hill, the ambassador gave way.

It was the original intention, when it was believed that Prince Henry would arrive here in the afternoon, to have the train continue on to Culver road. Carriages containing the tourists would then have driven down East avenue and to the New York Central station, giving the people a chance to see the prince. But this would have taken up too much time. Afterward it was suggested that the prince be taken to the lower floor of one of the large clothing establishments on St. Paul street, near the station, and the crowd, by standing in Douglass square, could see the royal guest. But this idea, too, had to be abandoned.

COST OF GAS IN OTHER CITIES

Mayor Rodenbeck Makes Public Statistics Secured by Him.

In Twenty-six Cities Companies Charge but One Dollar Per One Thousand Feet.

Union 9/10/1902

Interesting Figures in Connection With Statement of Rochester Gas and Electric Company.

Mayor Rodenbeck this morning gave out statistics on the cost of gas in other cities to be considered in connection with the statement made in the offer of the Rochester Gas and Electric Company to be found in another column. In the statement of the Rochester Gas and Electric Company figures are given in an attempt to show that the price of gas in this city has been fair in the past. The prices in a few cities are quoted to show this.

The mayor has obtained statistics from a large number of cities and his figures show that the average price paid for gas is $1 per 1,000 feet. The table prepared by the mayor is interesting when taken in connection with the statement of the lighting company now furnishing gas in Rochester.

In relation to his figures Mayor Rodenbeck said this morning: "Last December, pending the agitation for cheaper gas, I wrote to various cities for the price of gas and have tabulated the figures where the price is about $1. It will appear from the table that in twenty-six cities the price is exactly $1 per 1,000 cubic feet, while in three cities it is $1.10; in one, $1.05; in one, 95 cents; in one, 85 cents, and in three cities 75 cents. The figures demonstrate that gas can be profitably furnished at $1."

The statistics procured by Mayor Rodenbeck follow:

COST OF GAS TO PRIVATE CONSUMERS FOR LIGHTING AND FOR FUEL IN THE FOLLOWING CITIES.

Name of City.	Population, 1900.	Cost of Gas. Lighting.	Fuel.
Chicago	1,698,575	$1 00	$1 00
Philadelphia	1,293,697	1 00	1 00
St. Louis	575,238	80-1 00	80
Baltimore	508,957	1 00-1 10	1 00-1 10
Cleveland, O.	381,768	75	75
Buffalo, N. Y.	352,387	1 00	2½
Cincinnati, O.	325,902	75	50
Milwaukee	285,315	1 00	80
Newark, N. J.	246,070	1 00	1 00
Louisville, Ky.	204,731	1 00	75
Providence	175,597	1 10	1 10
Kansas City, Mo.	163,752	1 00	1 00
Toledo, O.	131,822	95	70
Allegheny, Pa.	129,896	1 00	70
Worcester, Mass.	118,421	1 00	1 00
New Haven	108,027	1 00	1 00
St. Joseph, Mo.	102,971	1 00	1 00
Los Angeles	102,479	1 00	1 00
Scranton, Pa.	102,026	1 00	1 00
Cambridge, Mass	91,886	1 00	1 00
Grand Rapids	87,565	75	50
Dayton, O.	85,333	85	85
Richmond, Va.	85,050	1 00	1 00
Nashville, Tenn.	80,865	1 00	1 00
Wilmington, Del.	76,508	1 00	1 00
Hamilton, O.	70,896	1 00	1 00

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CHAMBER OF COMMERCE

A Meeting of the Public Improvements Committee of the Chamber will take place Monday, March twenty-four, at four P. M. sharp, to take into consideration the erection of a wall on the west bank of the Genesee River between Court and Clarissa streets, and to listen to a report from City Engineer Fisher on approximate cost of same. This is a meeting of much importance, and it is hoped you will be present.

Rochester, N. Y., March 21, 1902.

John M. Ives
Secretary.

Rochester
Chamber of Commerce

On the evening of

Monday, March 24, at 8 p. m.,

Mr. J. Y. McClintock,
Commissioner of Public Works,

Will speak on the subject of

"SOME OBSERVATIONS ON THE FORESTS OF NEW YORK,"

Based upon his experience as Special Agent of the Forest Preserve Board and as Assistant Superintendent of State Forests, and relating to the proposed amendment to the State Constitution.

Mr. A. B. Lamberton,
President of the Park Board,

Will speak of his experience in the Forests of the State and in the Forests of Europe. Important and radical propositions will be made and the subject will be one of intense interest.

At the close of the addresses, 80 Dissolving Views made by Professor Bickmore, (the finest manufactured), will be shown. . . . . .

It is hoped and believed that the hall will be filled to its capacity. The families of members of the Chamber, and all others interested, are invited to be present.

Monday evening, March 24, 1902, at 8 o'clock.

JOHN M. IVES, *Secretary.*

ADDRESSES ON FORESTRY.

Some Radical Propositions Promised for a Monday Night Meeting.

Some radical propositions are promised for the meeting to be held Monday night by the Chamber of Commerce. J. Y. McClintock, commissioner of public works, is to speak on "Some Observations in Forests of New York," based on his experience as special agent of the forest preserves board and assistant superintendent of the state forests, and relating to the proposed amendments to the state constitution. President A. B. Lamberton, of the park board, ex-president of the Chamber of Commerce, will speak of "Forests of the State of New York and Forests of Europe."

Just what the radical propositions will be is not made known, but the meetings is expected to be of considerable interest. At the close of his address Commissioner McClintock will show eighty dissolving views from slides made by Professor Bickerman, who manufactures slides for the educational department of the state of New York.

The meeting is to be open to outsiders, as the questions to be discussed are of interest to all. *D. & C. March 20, 1902.*

Many echoes of the prince's visit are floating back. None is more gratifying than those which refers to Rochester. The royal party felt that the trip was about over, that the stop at Rochester was a small bore which had to be gone through with. One member of the party had been for some years a resident of our city, and the prince knew it. When the train drew into the station to the booming of cannon, amid showers of fireworks and colored lights, the prince was surprised. When he saw the immense crowd he turned to this gentleman and said:

"Rochester seems to have a large population."

"They are all here, your highness!"

The crowd, when it upset the ordained programme, gratified the prince more than it knew. The absence of speeches pleased him, the girls with their trophies delighted him immensely. In fact, the whole party thought this part of the reception its greatest success, and our former resident, speaking of the affair, said with the greatest enthusiasm:

"Oh, I was proud of the beauty and grace of those girls. There was nothing like it on the whole trip."

Our contributions of flowers, fruits, various brews of beer, and a camera, must have helped substantially to load one of the twenty-three baggage wagons which carried the gifts borrowed on the party to the Waldorf-Astoria. *Herald, May 23/1.*

CHAMBER OF COMMERCE.

Regular Meeting With Addresses on Monday Evening.

At a regular meeting of the Chamber of Commerce on Monday evening Mr. J. Y. McClintock, commissioner of public works, will speak on the subject of "Some Observations on the Forests of New York," based upon his experience as special agent of the Forest Preserve Board and as Assistant superintendent of state forests, and relating to the proposed amendment of the state constitution. Mr. A. B. Lamberton, president of the park board, will speak of his experience in the forests of the state and in the forests of Europe. Important and radical propositions will be made and the subject will be one of intense interest. At the close of the addresses eighty dissolving views made by Professor Bickmore (the finest manufactured) will be shown. The families of members of the Chamber and all others interested are invited to be present.

CHAMBER OF COMMERCE.

Eighty Stereopticon Views Will Be Shown After Talk on Forestry To-night

The talks on forestry to-night at the Chamber of Commerce by J. Y. McClintock, Commissioner of Public Works, on "Some Observations on the Forests of New York," and by A. B. Lamberton on his experience in the forests of Europe, will be deeply interesting.

Mr. McClintock was for years special agent of the Forest Preserve Board and also assistant superintendent of state

[illegible] the state constitution.

Mr. Lamberton has made many journeys to foreign lands and visited the principal forests and great public parks of Europe.

At the conclusion of the talks eighty magnificent stereopticon views of forest and other scenery will be shown. They will be in the nature or dissolving views and be a rare treat for the artistically inclined.

Members of the chamber are privileged to invite their lady friends to this entertainment, and all others interested in the subjects will be made welcome.

TO TALK ON FORESTRY.

J. Y. McClintock and A. B. Lamberton to Speak Before Chamber of Commerce.

A very interesting feature in connection with talk on forests at the Chamber of Commerce this evening will be the eighty dissolving views of forest and landscape scenery made by Professor Bickmore. These views are considered to be the finest ever manufactured, in regard to detail and definition. Those who love to look upon realistic representations of scenery will be afforded a rare treat.

J. Y. McClintock, commissioner of public works, who was for some years special agent of the forest preserve board and also assistant superintendent of state forests, will give a talk on "Some Observations on the Forests of New York," and have something to say relative to proposed amendment to the state constitution.

A. B. Lamberton, president of the park board, will speak of his experience in the forests of the state and in the forests of Europe. Mr. Lamberton has visited many of the most notable forests and public parks in Europe, and his discourse cannot fail to be deeply interesting.

Members of the chamber are privileged to invite their lady friends to this instructive entertainment, and all others interested in the subjects to be debated upon will be welcomed.

INTERVIEW ON WATER STORAGE

LEWIS BILL FOR STATE COMMISSION TIED UP.

SUBSTITUTE INTRODUCED

Rochester Official Emphasizes Need of Early and Intelligent Investigation—Many Cities of the State in Danger From Spring Floods.

Rochester property owners and especially those having holdings in territory liable to suffer from the spring overflows of the Genesee river, will be interested in the following statement made by a prominent official in relation to the proposed appointment of a state water storage commission. The official, who is familiar with the conditions of the state waterways, said:

"Senator Lewis reports that his bill providing for a state water storage commission has been tied up in the finance committee, and that a bill has been introduced in the assembly providing for a commission consisting of five citizens of the state, together with the state engineer, superintendent of public works, attorney-general and the chairman of the forest, fish and game commission, and to have the duties assigned to the commission, under the Lewis bill, but no appropriation is made for the expenses of such commission.

"It is said that the reason for putting aside the Lewis bill is the disinclination to make an appropriation of $15,000 this year and the fear that is may be only the beginning of a very large expenditure on the part of the state for a general development of water power.

"It is also said that the manufacturers from the Black river and the Upper Hudson, through representation in Albany, offer to donate the money necessary for the expenses of such a commission.

"Stated simply the condition is this. In relation to the city of Rochester and the Genesee valley, we have just avoided by an exceedingly narrow margin a disaster from flood that threatened to cause immense damage to existing property. We have lately seen the Erie canal through this city barely protected by the exercise of unusual energy and boldness from injury by the Genesee river to the extent of hundreds of thousands of dollars.

"We know that the floods of the Genesee river can be controlled and we know that if they are controlled the city will be protected from damage and the canal will be protected from damage and there will be created in the midst of this city a water power which will be of untold benefit to us all.

"Many other cities in this state like Syracuse, Utica, Little Falls, Carthage, Lyon Falls, Watertown, Pulaski, Potsdam, St. Regis Falls, Malone, Cadyville, Hadley, Glens Falls, Schuylerville, Corning, Elmira, Binghamton and many other places in the state are more or less in the same condition with us.

"The laws of this state are such that it is impossible for private enterprise or for cities to do this work.

"We know this and we therefore want to know how these things can be accomplished. We want the best judgment of the men most unbiased by local interests and of the best business judgment, assisted by the most experienced experts as to how these things can be done for the benefit of the whole community and not for the few.

"The proposition to allow such a subject to be put in the hands of a few officials burdened with the details of their regular duties, assisted by a few private citizens giving their own time and paying their own expenses; this proposition I say made seriously in the legislature in the state of New York [illegible]

[illegible] much for the lack of broadness, not to say common sense, on the part of the people's chosen representatives.

"Can it be that the state of New York in its present unsurpassed prosperous condition is to adopt the foolish notion that it is on the verge of bankruptcy? No one can give a good reason why this state should not develop its natural advantages and by so doing maintain its proper and natural position in the lead.

"We may say that it is a tremendous undertaking for the state to go into improving all of its rivers and consequently we will hesitate to ask for the proper consideration of the Genesee, but it is well to know that while we hesitate other communities in the state are securing their benefits.

"Within a few years he state has built a great reservoir at Indian lake on the headwaters of the Hudson, in the Adirondack park. It is the largest artificial reservoir in the state and the dam cost more than one hundred thousand dollars. It was done indirectly and with the assistance of the forest preserve board, and while ostensibly for the benefit of the canal system, is, in reality, wholly for the benefit of the great manufacturers on the upper Hudson.

"The state is now building a stone dam to form a great reservoir on the Beaver river in the Adirondacks, a branch of the Black river, which will cost from eighty to one hundred thousand dollars. This is for the benefit of the manufacturing industries on the Beaver river and Black river, and it is only a subterfuge to say that the waters so furnished by the state is to compensate for water taken from the Black river by the Black river canal.

"The fact is, that while communities sit dumbly still like Rochester and accept the absurd conditions, others more enterprising communities are securing the help of the state to solve just such problems as we have here. Some of the shrewdest and most experienced politicians in the state have expressed the opinion that this subject would be most popular and that it would be eminently wise for the present administration to take it up.

"Under such circumstance I insist that Senator Lewis and the Monroe county delegation should be spurred on to a strenuous effort, to secure the passage of Senator Lewis's bill, with an appropriation of at least $100,000 for the expenses of the commission."

Democrat & Chronicle
TUESDAY, MARCH 25 1902

PLANS TO STOP RIVER OVERFLOW

MANY HEARD AT MEETING OF THOSE INTERESTED.

IN HANDS OF A COMMITTEE

Subject to be Investigated in All Its Phases — City Engineer Fisher Shows That Retaining Wall Would Cost a Large Sum.

Colonel James S. Graham presided over a meeting of the public improvement committee of the Chamber of Commerce, held at the chamber rooms yesterday afternoon, to consider propositions for measures to prevent flood damage. The meeting was called at the request of residents of Exchange and neighboring streets, but many others interested in the subject were present and took part in the informal discussion.

Various schemes were suggested by which it was thought the flood waters of the Genesee could be retained in the channel, but no two speakers agreed as to the proper measures. In the end the matter was referred to a committee, which was requested to investigate the entire subject and report at a future meeting.

Regarding the overflow into Exchange street, City Engineer Fisher gave some estimates of the cost of retaining walls. He said that a retaining wall, fourteen feet high and six feet wide, from Court street to Clarissa street, would cost in the neighborhood of $55,000. The question of raising the tracks of the Erie railway presented some difficulties, but Mr. Fisher was of the opinion that good would result from working in harmony with the railway people.

H. S. Mackie suggested that sluices, with proper gates, might be constructed in the Court street dam. In his opinion the greatest danger was from back-water from the aqueduct. In case of an overflow at that point there was danger of the water pouring into the canal, and thence to lower portions of the city. Mr. Mackie also discussed the feasibility of building retaining walls below Main street bridge. He said the present retaining wall was worse than useless.

The plan suggested by H. B. Graves was to excavate a channel in the river bed, from the aqueduct to the falls, forty feet wide and ten feet deep, to afford a passage for the flood waters. He gave some figures which satisfied him that from thirty-five to forty thousand cubic yards of rock excavation would be required, costing $1 per yard. This, Mr. Graves said, did not include the cost of walks which would be required to retain the normal level of the water in the low water season. Mr. Graves also discussed the advisability of excavating under the aqueduct, thus giving the stream more room.

In response to an inquiry by Mr. Graves, Mr. Fisher said that the $9,000,000 canal improvement scheme contemplated lowering the bed of the canal by cutting away the arches and putting in a steel tank. He said that, at the same time, the rock under the aqueduct might be cut down

[illegible] perhaps two feet without [illegible] with the rail between the aqueduct and Main street bridge.

The question of the presence of the Carroll and Elmbugh dam came up several times during the discussion, and various plans, from sluiceways to removing the entire structure, were considered. President Graham suggested that it would be found that the water right owners had vested rights, although they had no right to raise the dam above a certain height.

Commissioner of Public Works McClintock thought that a retaining wall should be constructed on both sides of the river, from Court street to Clarissa street. It should, he said, be made wide and ornamental, in order to afford a promenade. The citizens of Rochester would thus obtain some benefit from it, aside from controlling the floods. The banks of the river below Main street bridge should also, Mr. McClintock thought, be protected by retaining walls. Ultimately, he said, the freshets would be controlled by reservoirs in the river.

Alderman Hollister, H. C. Brewster, A. S. Allen and several others gave their views, and then William C. Barry suggested that nothing could be gained by comparing views in the absence of technical engineering knowledge of the subject. He favored the reference of the entire subject to the city engineer and a small committee.

On motion of Hon. H. C. Brewster, Chairman Graham appointed this committee to confer with the city engineer, and report at a meeting to be held later: W. C. Barry, D. Armstrong, A. B. Lamberton, H. B. Graves and J. C. Tucker.

Democrat & Chronicle
Mar. 26 1902.

PRESERVATION OF THE FORESTS

PAPER ON THAT SUBJECT BY J. Y. McCLINTOCK.

TO TAKE IN ENTIRE STATE

Mr. McClintock Says There Are Innumerable Areas Throughout the State That Should be Under Forestry Management.

A well-attended meeting in the interest of state forest preservation, was held at the rooms of the Chamber of Commerce last evening. Commissioner of Public Works McClintock read an interesting paper, in which he dealt principally with conditions in the Adirondack and Catskill reserves. Mr. McClintock's paper follows in full:

The city of Rochester contains about 170,000 people, has some 40,000 buildings and 325 miles of streets and 18,000 house lots not yet occupied, including within its limits 11,600 acres.

If you undertook to examine the Adirondack park as closely as you would the city by traversing all of its streets, you would have to travel 100,000 miles, and as in doing so through the woods and over rugged slopes you would not make more than one mile an hour, it would take thirty-three years traveling summer and winter, rain or shine. You would have to climb hundreds of mountains some of which are nearly a mile high, with precipices of a thousand feet; cross hundreds of streams and rivers and some 2,000 lakes, many of which extend for miles, one of them having full ninety miles of shore line. The streams are sometimes impassable torrents, and the lakes boisterous with high winds so that boats available cannot ride the waves.

In places the tornado has laid low the forest and made an impenetrable tangle extending for miles. On great areas the trees have been cut for lumber, leaving the tops and limbs on the ground, making travel difficult. In places fire has killed the trees and a dense growth of bushes and briars cover the ground. The roads are so few that it is necessary to carry supplies in pack baskets. Pack horses are not available, because of much meadow and swampy ground. It is generally a good day's work to carry supplies six or eight miles and build a little shelter for the night, and in order to reduce weight of packs it is important to reduce supplies to absolute necessities.

To be sure there are some extensive routes for canoes upon which it is comparatively easy traveling, by using light canoes and carrying them across from one lake or stream into another. I often go out for long tramps with only one man, although generally there are three of us. We don't attempt to keep dry, as the dew on the undergrowth and grass on the meadows soaks one even when there is no rain, and in summer there are frequent rains. In the winter time we use snow shoes, as the snow gets to be from five to twenty feet deep, and one may be absolutely helpless without them. I have had this experience in February. Three of us, with one pack basket, used up the whole day in going four miles, with hard work; then we leveled off the snow between two great rocks, one of which overhung, so as to make protection from rain. We cut balsam boughs to make a bed and wood for a big fire, and melted snow for coffee. With only one blanket for three, we did not suffer. It rained all night and the next day, and although we started out and proceeded about one mile, the weight of wet snow on our snow shoes made it necessary to follow our own trail back to the rocks where we spent another night in comparative comfort. The next day being clear and cold we were able to slide along easily over the crust.

It takes hard work and much time to merely get over the forest, and it is an immense problem to work out an efficient plan for its protection. If it was all owned by the state and could be protected from timber thieves and fire on its borders only, it would be difficult enough, but it is far worst than that.

The park includes over 8,000 distinct parcels of land, of which the state owns less than one-half, largely interspersed with private lands; so that it is difficult and expensive to protect the state lands from encroachment. There are hundreds of miles of poorly marked boundary lines, and in many places they are not marked at all, and in other places the lines are in dispute as to proper location. The cost of surveying and marking permanently these lines will be very great, and when that is taken into account with the added cost of protection, it will be seen that it would be wise for the state to buy up all of the private forest land within the park. Since 1897 the state has bought 445,000 acres, for which was paid from $1.50 to $7 per acre, and the average price was a little over $4 per acre.

Within the park there are about 2,800,000 acres of forest, 700,000 acres burned over, 700,000 acres of cultivated land and

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would cost $10,000,000, or the forest on private lands and $2,000,000 on forest denuded land. When this was done and management put upon the basis of European forests, the forest could be maintained improved and several millions per year be spent in policing, protecting from fires, road building and scientific forestry, and yet a permanent income be derived in the course of years equivalent to a value of $150,000,000 for the park.

This could be done without interfering with its use as a great resort for health and pleasure. There are vast industries dependent upon a supply of timber largely from the Adirondacks. The sawmills and pulpmills of Northern New York in 1900 have an invested capital of $27,000,000 and pay out in wages nearly $5,000,000 to 18,000 men.

These industries add to the prosperity and commercial importance of the state and are of benefit to all. They can be assisted by selling to them the products of the forest without destroying it. It takes an expert eye to see any effect of lumbering which was done over hundreds of thousands of acres thirty years ago, and, in fact, that is classed now as virgin forest. One likes to think of the monarchs of the wood whose beginnings date from the time of Columbus, or earlier, but it is a fact that there are very few such trees in the park. There are but few which are more than two centuries old, while the greater part have survived less than a hundred years. Not many years ago the older spruce and larch were killed by their especial enemies in all parts of the woods, so that there is hardly to be found a larch exceding forty years old.

In any rational system of forestry the old trees in sightly places on the shores of lakes and along roads will be preserved as long as they are sound. Of the tens of thousands of people who go to the wood but very few get away from the lakes and regular carries between them. I have roamed through the woods for weeks together without seeing or hearing any other person except our party.

I don't think there is any necessity for making the arguments to you in favor of preserving the forest cover inn the Adirondacks. It is conceded that a large area of continuous forest increases the rainfall and retards the flow-off of the water so as to increase the efficiency of the streams fed from the forests and purifies the air so as to be beneficial to health; and under proper management the forests can, while being maintained, be made to be the means of maintaining a large population having healthy employment. I am as much impressed with the sentiment of the woods as most anyone can be.

I love the woods in their present condition and would struggle against any movement to injure them; but after examining in detail hundreds of thousands of acres, and meditating for hours in their solitudes, I have been forced to the conclusion that the great forest is no more in a proper condition than a neglected flower garden might be.

The ground, when covered with woods, is occupied by trees that are defective from injuries by lightning, winds, ice, snow, frost, fungi and various living enemies, and these defective trees excinde or prevent the starting of the most of those trees which will become the most majestic and the most valuable.

The statistics of the lumbering operations show that they have not been able to harvest more than from 3,000 to 5,000 feet, board measure, per acre when the same area is able to mature twenty times that amount. This whole area has been sold in the past by the state for a mere nothing, sometimes a shilling an acre, for the purpose of encouraging settlements thereon, and the whole frontier of the present North Woods is dotted with sites of unsuccessful struggles of colonists, and individual farmers to make farms and establish villages, and one of the mournful sights one meets in many places in the woods is the presence of trees of large size grown through the floor and even the fireplaces of abandoned houses. That the utmost efforts were made to get settlers there is shown by such stories as these: The town of Ohio was so named to comply with the contract made with settlers for farms in Ohio at the time the state of Ohio was being built up, and the poor dupes were planted on the barren sands instead of on the luxurious soil of the state of Ohio.

I have talked with men of great age who were enticed from pleasant and promising conditions in New York city some sixty years ago by tales of the wonders of the region, backed up by the display of bushels of beechnuts which were called samples of the buckwheat there grown. There is every reason to believe that under proper management as good results could be obtained from this vast area as has been done in so many of the European forests. The trees that grow there are beech, birch, maple, spruce, pine, hemlock, larch and cedar. The broad-leaved trees mentioned cannot be floated out by the streams, and the absence of roads and length of haul on those roads that exist makes them of no value except within a short distance of the railroad, and yet the tendency on most of the area is for these trees to monopolize the ground to the exclusion of conifers, which are always in demand and which can be got out at the least expense.

There is no place on earth where, for every known reason, an ideal forest could be more available. There is no reason why the state of New York, with its vast wealth and great population directly interested, should not plan to have the ideal forest covering all the picturesque region. Up to this time the people who have taken the most active interest in these woods, with few exceptions, are the lumbermen and paper makers, and often they have not been actuated by motives of regard for the public good, or moved by sentiment; but this is no reason why we should now injure ourselves in punishing them.

The provision inserted in the present constitution prohibiting the cutting of any trees on land owned by the state, is, or may be, an injury to the lumbermen, but it is a greater injury to the state. It literally prevents pruning out the old and defective trees to allow of the growth of the sound trees; and it literally prevents the making of roads necessary for the protection of the woods. Some of the corporations, creatures of the state, make leases and issue bonds running for a hundred years, and the state can well adopt the best plan for forestry even if it does not mature in less than a century. Our forefathers believed in and planned for the great state which now is, and we have every reason to be inspired with confidence that in another hundred years the progress will be as great as it has been in the past.

At the present time the whole subject is being treated meanly. Not enough money is appropriated to even efficiently protect the game and fish in the woods, let alone the protection from fires and timber thieving. At the rate of expenditure on the European forests the department would have several millions instead of between two and three hundred thousand dollars to spend during each year.

In making the forests of benefit to the people there has been great difficulty in connection with the camp sites. Under the existing provisions of the constitution nobody can make sure of a given camp site before actual occupation, and cannot build anything that can be called a permanent structure; that is, they have to live in tents. This is roughing it to greater extent than most of the people who go into the woods desire, as often one of the family is an invalid. Then, also, there is nothing to prevent an objectionable neighbor settling down in the immediate proximity.

There is room enough on the shores of the many beautiful lakes for tens of thousands of people, and there is no conceivable way of allowing the use of them with any satisfaction except by giving to each the exclusive use of some area, however small, for a definite time, however short, and permitting of the erection of something more comfortable than a mere tent. This part of the business can be done to the satisfaction of all and without material burden to the individual could be made a source of a considerable income towards the expenses of the department.

We have talked thus far merely in relation to the Adirondack park, but this is only a part of the forests of the state. The tendency of the commission has been to concentrate its efforts within what is called the park, simply, as far as I can see, for the reason that the present is so big and so unappreciated and the duty and to appropriate and

mountains and [illegible]

absolutely denuded; the beautiful valley of Sereon lake, which promises to become the source of water supply for Greater New York; the noble ridges lying between Sereon lake and Lake George and between Lake George and Lake Champlain; the broad, sandy belt extending from the limits of the east known as the "Big Woods" in Lewis county on top of Tug hill, west of Black river, containing some hundred thousand acres or more, from which runs Salmon river and which extends to within twelve or fifteen miles of the city of Rome, are all as worthy of consideration as the area within the park; and not only this, but the whole of the Catskill mountains, the sandy shores of Long island, the barren slopes of Allegany and probably the drainage area of Hemlock lake and other drainage areas which furnish the water supply to the cities, and innumerable small areas scattered all over the state where experience shows farming and grazing cannot be made profitable, these should all be put under forestry management by the state.

Then it would be found that the growing of wood is one of the most profitable undertakings of this great state. The disadvantage of the different parts of the forest being separated would not be as great as the advantages to different localities in having a well-kept ideal forest in their near neighborhood, and none of these smaller forests would be far from a profitable market.

The Catskill forest is very different from the Adirondacks. Where in the Adirondacks the mountains are large, with meadows and lakes in every valley, in the Catskills the mountains are generally as high, but smaller and literally with no meadows and no lakes. The whole of the Catskills should be treated as a park by the state, in a similar way to the new system of parks around Boston. This region is so near to New York and an immense population outside, and can be made easy of access to so large a number of people, that its careful treatment by the state of New York as a pleasure ground would be no greater problem, compared with the treatment of the new parks of Boston, than is that system of parks greater than the treatment of Boston common or the Central park that used to be considered ideal city parks.

We are in the era of great undertakings, and with the improvements in railroads, trolley cars, automobiles and bicycles, the idea of parks must expand in accordance with our ideas of life in general. As in the towns and cities of New England, and in some other sections of the country, it is found to be advantageous to have associations for the beautifying and developing of the district, so we in New York state need a similar association on a grander scale, to some extent preserve and develop the beauties and natural advantages of this wonderful state. It is surely true that in making this beautiful state one of the most attractive portions of the country, a necessary result of it would be to benefit the whole community materially.

Mr. McClintock was followed by Hon. A. B. Lamberton, late president of the Chamber of Commerce. Mr. Lamberton gave some of his experiences among the forests of Europe, where he said, the forests were a source of profit to the state. He regarded the Adirondack woods as among the most beautiful forests in the world, but they were in a state of neglect, owing to the lack of scientific forestry. Said Mr. Lamberton:

"Trees, like everything which lives, have their time to mature and their time to die. If they are not removed when mature, they die and a waste results. They should be utilized by cutting them at the proper time, and allowing the forest to be naturally renewed."

Mr. Lamberton gave, in much interesting detail, a description of the methods employed in Europe, where schools of scientific forestry are maintained.

At the close of Mr. Lamberton's remarks, a number of handsome views of the Catskills and the Adirondacks were thrown on a screen and were explained by Mr. McClintock.

CHAMBER OF COMMERCE.

Meetings and Entertainments to be Held This Month and Next Month.

On the evening of the 31st of March a musicale will be given at the Chamber of Commerce rooms, under the management of Henry D. Wilkins, who will be assisted by Mrs. Coral Seaman, soprano, and Major W. Gage, baritone. A solo violinist whose name will hereafter be announced will also take part. Light refreshments will be served by Teall.

There will be a meeting of the trustees and executive committee of the chamber Thursday afternoon of this week.

On the evening of Monday, April 7th, Rev. S. Banks Nelson will give his illustrated lecture on "Ireland and the Irish."

On the evening of Thursday, April 10th, the regular monthly meeting of the chamber will take place. Addresses will be made by W. H. Campbell on "The Commercial Northwest," and F. W. Warner on "The Possibilities of Navigating Inland Waters." Both addresses are sure to be interesting. Luncheon will be served by Teall.

On the evening of Monday, April 21st, Henry C. Maine, associate editor of the Democrat and Chronicle, and Calvin C. Laney, superintendent of the public parks, will give an illustrated lecture on "An Evening with the Trees and Native Flowering Shrubs." There will be nearly two hundred views shown, principally of trees and shrubs in and about Rochester.

1896. Mar. 28/32



ROCHESTER CHAMBER OF COMMERCE

PRESIDENT, HENRY C. BREWSTER.
FIRST VICE-PRESIDENT, DANIEL B. MURPHY.
SECOND VICE-PRESIDENT, THOMAS B. DUNN.
THIRD VICE-PRESIDENT, LOUIS N. STEIN.
TREASURER, BENJAMIN E. CHASE.
SECRETARY, JOHN M. IVES.

ROCHESTER, N. Y., March 21, 1902.

John Smith, Esq.,
104 Main St.. W.,
Rochester, N. Y.

My Dear Sir:

In looking over the list of the members of the Chamber of Commerce I do not find your name. I believe you could serve the business public to advantage as a member of this organization, and I believe also that the acquaintances and pleasant relations that you would find at the meetings would bring new business to you.

I am making a strong effort to increase the membership and enlarge the usefulness of this organization, and I trust you will co-operate with me in this effort by joining the Chamber.

Very truly yours,

Henry C Brewster

President.

P.S. Enclosed find membership card which please fill out and post.

CHAMBER OF COMMERCE

A Regular meeting of the Trustees will be held Thursday, March 27, 1902, at 4:30 P. M. sharp, for general business and for the discussion of the following resolution referred by the Legislature Committee to the Board of Trustees.

RESOLVED, that the representatives of this County in the Legislature be, and they hereby are requested to prepare and introduce in the Legislature, an amendment to the Constitution of the State, which shall provide for an increase of the debt limit of cities, from ten to fifteen per cent.; it being understood that this request is made for the purpose of inaugurating a discussion of the question generally throughout the State, with the hope that such discussion may result in advantage to the people of the several cities.

JOHN M. IVES, Secretary.

Rochester, N. Y., March 25, 1902.

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WAYS AND MEANS TO STOP FLOODS

Business Men Give Their Views Before the Public Improvement Committee of Chamber of Commerce--Retaining Wall, Deepening Channel and Other Projects.

There was a large attendance of business men yesterday afternoon at the meeting of the Public Improvement Committee of the Chamber of Commerce, held in the rooms of the chamber. The matter that was to be discussed was one that appealed very strongly to those who were damaged by the inundations from the Genesee River a short time ago. It has been proposed to build a retaining wall on the west side of the river, running from Court to Clarissa Streets, in the hope that the water from the river would thereby be shut out from the business blocks on Exchange and other streets in that neighborhood. The matter was discussed at a meeting held some time ago, and it was put over until yesterday so that there might be secured from City Engineer Fisher some estimate of the cost of building a retaining wall that would answer the purpose for which it was intended, and still not help to raise the tax rate to any appreciable extent.

Colonel Graham, chairman of the committee, called the meeting to order and asked the City Engineer, who was present, to give his views on the project. Mr. Fisher said that pursuant to a resolution of the Common Council, he had made prospections and taken levels along the river bank, in the line of the proposed wall, and had studied the blue print of the Erie Railroad Company, which they had kindly loaned him, which showed the ground upon which the tracks of the company were situated.

Mr. Fisher said first of all that there was ample room for the raising of the tracks of the railroad company if they so desired, with the exception of the part under the Clarissa Street bridge. At this point it was not feasible to raise the tracks. The grade from Clarissa to Court Street, would run about thirty to forty feet to the mile, and from a point about 500 feet from the bridge, the bed of the tracks can be raised above the high water level.

Would Cost $55,000.

The hope that the railroad company would move in the matter was a trifle remote, as the division superintendent had told the City Engineer that he did not know just what was contemplated, and that there would probably be nothing done in the matter for some time at least. Relative to the cost of the retaining wall, the City Engineer said that he had figured on the building of a wall 4,500 feet long, 14 feet high, and 6 feet wide, which would be all told, about 11,000 yards of masonry. This wall, with the excavation, would cost about $55,000.

There was a way in which the building of this wall could be obviated, and that was by the construction of a slope wall to act as the bank of the river, which could be made high enough, and about two feet thick, and if it was at the proper angle, it would shed all the water that would ever go against it. Mr. Fisher said that he had had a conversation with the Mayor and the Corporation Counsel, and that they had raised the question of the right of the city to build this wall. It was also asked whether or not the city had the right to enter upon this land that would be necessary for the building of the wall.

In answer to a question from one of the members of the committee, Mr. Fisher said that it may be that the railroad company has encroached on the waterway, but that it did not make any difference in the flow of the water, and at its highest, there would not be any appreciable raise above what the water would be if the channel still retained the few feet that was necessary to accommodate the tracks of the road.

Business Men Discuss Remedies.

Henry S. Mackie spoke at some length on the subject, and said that whatever might be done, he hoped that it would be a permanent thing and not a temporary wall that would last for a few years and then the same old trouble would occur again. He said that the real danger came from the aqueduct, and that there should be some means devised whereby it might be averted in case that the city ever had another flood that would compare with the last one.

The backing up of the water in the sewers was one of the things that caused more damage during the last flood than the water that overflowed the banks. The danger at the aqueduct, according to Mr. Mackie, seemed to be that there was the possibility of some log or tree or some other obstruction, getting caught in the arches and then the piling of the ice would soon make quite an effective dam, that would stop the water, and it would flow over the aqueduct into the canal, and there would be such a volume of it, that it would flood Exchange Street, the Four Corners, and all the downtown district.

Argument for a Channel.

H. B. Graves also spoke on the subject, and proposed as a remedy for the evil, that there be built a channel that would be more than enough to carry away all the water that the spring freshets could bring into the valley. He said that he had thought much on the subject, and had looked into the matter as thoroughly conversant with the business of an engineer. Mr. Graves said that it was 2,200 feet from the lower falls to the aqueduct.

He did not know how deep a channel was required for the purpose, but he had figured on one that would be ten feet deep, by forty feet wide, and thought that would carry away all the water that the Genesee could send down to it, when it was considered that the old channel was performing its functions in the same old way and that the new channel was to be in the bottom of the river and was to act as the bottom for the waterway that is now in use.

Would Not Lessen Power.

If this channel was to be controlled by steel gates at the head of the falls, it would not interfere with the power that is derived from the water. If this channel was to be made to run under each arch of the aqueduct, and was to be made deep enough, it would lessen the amount of water that would pass under the arches, so that there would be no danger at all from an overflow such as was described. Mr. Graves thought that this would be the cheapest and the most feasible method of overcoming the difficulties that were only made greater by the fact that there was no way by which the aqueduct could be raised.

It was understood that any improvement that might be made in the canal would not affect the channel of the river in the least. It was proposed, when the state talked of deepening the aqueduct, to set the structure on steel bents, and deepen the channel under it, but that was abandoned.

Another of the business men present said that whatever was done, should not be for the benefit of the property owners of any particular section, but that there should be some provision made to help everybody that might be affected by the overflow of the river, and that if the work was started, it should be continued to the end, from one end of the city to the other.

Favors Retaining Wall.

Mr. Allen, who conducts a large establishment on Exchange Street, and who suffered much damage from the recent flood, was strongly in favor of the proposed new retaining wall, and several times he arose in the course of the meeting and said that it was the best thing that could be done to alleviate the conditions arising from the river every spring.

Mr. Allen said that the first step should be the stopping of the overflow on Exchange Street, and he felt sure that if this was done, all that section of the town about the Four Corners would feel the benefit of it. He said that it was from this quarter that all the damage to the big buildings on the Four Corners came in the last flood, but that it was not noticed as it came through the sewer in Exchange Street, and flooded the cellars, and that there could not be any precaution taken that would stop it.

Alderman Hollister said that the real cause of the trouble was the dam above Court Street, and he thought that if this was attended to there would be no further trouble. The Alderman said that he had heard that the dam was a foot and a half higher than it should be and that it had been built within the past few years.

Colonel Graham said he thought that the matter of the dam could be remedied by the putting in of the gates that had been spoken of. Mr. Graves thought that it would be a comparatively simple matter to put in these gates and it would not be a source of much expense to the people. The City Engineer said that it would not be any simple matter, but that if the gates were put in they would take much of the danger of an overflow from that section of the river.

Wants Immediate Action.

There was considerable talk as to the probable action of the railroad company, but this method of waiting for something to turn up was evidently not to the taste of most of those present. Mr. Allen especially was opposed to any longer wait than was necessary. He said that he believed that the people who would be affected by this rise in the water, should take the matter into their own hands and do something to start the movement for the betterment of the conditions at once.

He said that the people should not wait for the railroad to make a move. "It is the business of the city to protect us from water just the same as it does from fire," he said "and in this matter the retaining wall is the best method of disposing of this difficulty." Mr. Allen said that the fact that the river overflowed every year depreciated the value of the property in the section that he was in, besides making it a hard matter to carry on a business when one was not sure that he would not be flooded out at any time.

In the matter of the taxation for the building of this wall, he thought that it would be put upon those who would be directly benefited by the transaction, though he could not see why it was not a benefit to the whole city. As an illustration, he said that in his place there were about 200 men employed and they lived in the outlying districts. During [illegible] should be taxed a small amount that this improvement would add to the tax-rolls. It was to lose three days pay?

William C. Barry said that the men were simply wasting time in the discussion of the matter and that it was being brought no nearer to a solution. He recommended that a committee be appointed to act in concert with the City Engineer, to devise the best means to be delivered from the trouble. He said that while it might be helpful to give individual views of the situation, yet it was a matter in which an engineer could do more in a few moments than men who did not know about the matter could do in as many weeks.

Mr. Mackie said that he agreed with the views of Mr. Barry, and that the quickest way to a solution was the appointment of a committee.

Might Include Promenade.

Commissioner McClintock had a few words to say on the subject. He thought that the idea of a retaining wall was a good one, but that it should extend all along the river front if it was built at all, and that it should be a fine piece of work that could be used as a promenade during the hot weather in the summer. He said that nothing could be more beautiful than a fine piece of masonry, where the people could go and get the cooling breezes from the river on sultry nights.

The matter of the cost should be considered, the Commissioner said, and really the chief source of danger was the aqueduct. If there should be a jam in one of the arches of the structure, it would certainly mean the flooding of a large part of the business section of the city, and this should be avoided.

Hon. H. C. Brewster said that there was a time years ago when the bottom of the river was blasted and the channel deepened, and it could certainly be done again. Mr. Graves said that in looking over the matter he had made some figures and that if the river bottom was deepened, to make a channel 10 feet deep by 40 feet wide, it would be necessary to remove 35,000 or 36,000 cubic yards of earth, or rock. This could be done at the rate of $1 per yard, and it would be cheaper than the building of the retaining wall. The cost of the proposed gates in the dam must be added to this expense of excavating the channel, or it would hardly bring it up to the cost of building the retaining wall at that.

Mayor Rodenbeck said that he thought that the suggestion that a committee be appointed was about the best disposition of the matter that could be made at the present time. He said that he had some doubt as to the right of the city to build this retaining wall, and that if the committee was to call on the Corporation Counsel and the City Engineer, he had no doubt that the matter might be solved.

Committee Appointed.

The Mayor said that in any event there should be nothing done until the rights of the city in the matter were defined. He said the state might be induced to help in the project, and anyway it would do no harm to try. The railroad, too, had big interests here and the company might be willing to make a proposition to the property owners. The dam rights were touched upon by the Mayor and it precipitated a discussion along these lines.

Finally, on the motion of Mr. Brewster, seconded by Mr. Allen, the chairman was directed to appoint a committee of five to act with the City Engineer, get all the information possible on the subject, and report to the public improvement committee at the earliest possible date. The committee as appointed by Colonel Graham is as follows: W. C. Barry, D. Armstrong, A. B. Lamberton, H. B. Graves and J. C. Tucker.

Chamber's Coming Events.

On the evening of the 31st of March a musicale will be given at the Chamber of Commerce under the management of Herve D. Wilkins, who will be assisted by Mrs. Coral Seaman, soprano, and Major W. Gage, baritone. A solo violinist will also take part. Light refreshments will be served by Teall.

There will be a meeting of the trustees and executive committee of the chamber on Thursday afternoon.

On the evening of Monday, April 14, Rev. S. Banks Nelson will give his interesting, instructive and witty illustrated lecture "Ireland and the Irish."

On the evening of Thursday, April 10, the regular monthly meeting of the chamber will take place. Addresses will be made by W. H. Campbell on "The Commercial Northwest" and F. W. Warner on "The Possibilities of Navigating Inland Waters." Both addresses are sure to be interesting. Luncheon will be served by Teall.

On the evening of Monday, April 21, Henry C. Maine, associate editor of the Democrat & Chronicle, and Calvin C. Laney, superintendent of the public parks of this city, will give an illustrated lecture on "An Evening With the Trees and Native Flowering Shrubs." There will be nearly 200 views shown, principally of trees and shrubs in and about Rochester, and the lecture will be highly instructive and entertaining.

Dansville, March 25, 02

FORESTRY TALKS

Interesting and Instructive Addresses Last Evening.

TO CHAMBER OF COMMERCE

Commissioner McClintock and A. B. Lamberton Handle the Subject in an Exceptionally Fine Manner, Taking Their Own Experiences as Guides.

In the hall of the Chamber of Commerce last evening there was a large attendance of the members and their families to listen to two instructive and interesting addresses on the subject of "Forestry." The speakers were J. B. Y. McClintock, Commissioner of Public Works, and A. B. Lamberton, president of the Park Board. Commissioner McClintock took as his topic, "Some Observations on the Forests of New York." The address was based on his experience as special agent of the Forest Preserve Board, and as assistant superintendent of State Forests.

Commissioner McClintock spoke in part as follows:

"The city of Rochester contains about 170,000 people, has some 40,000 buildings and 325 miles of streets, and 18,000 house lots not yet occupied, including within its limits 11,500 acres."

He then gave a general description of the Adirondack Park and continuing, said:

"Adirondack Park includes over 8,000 distinct parcels of land, of which the state owns less than one-half, largely interspersed with private lands; so that it is difficult and expensive to protect the state lands from encroachment. Since 1897 the state has bought 445,000 acres, for which was paid from $1.50 to $7.00 per acre, and the average price was a little over $4.00 per acre.

"Within the park there are about 2,800,000 acres of forest. 200,000 acres burned and denuded, 100,000 acres of improved land and 125,000 acres of water. It is possible that it would cost $10,000,000 to buy up all of the private lands and $2,000,000 to re-forest the denuded land. When this was done and the management put upon the basis of European forests, the forest could be maintained and improved and several millions per year be spent in policing, protecting from fires, road building and scientific forestry, and yet a permanent income be derived in the course of years equivalent to a value of $150,000,000 for the park.

"This could be done without interfering with its use as a great resort for health and pleasure. There are vast industries depending upon a supply of timber largely from the Adirondacks. The saw mills and pulp mills of northern New York in 1900 have an invested capital of $37,000,000 and pay out in wages nearly $5,000,000 to 18,000 men.

"The provision inserted in the present Constitution prohibiting the cutting of any trees on land owned by the state, is, or may be, an injury to the lumbermen, but it is a greater injury to the state. It literally prevents pruning out of the old and defective trees to allow of the growth of the sound trees; and it literally prevents the making of roads necessary for the protection of the woods. Some of the corporations, creatures of the state, make leases and issue bonds running for a hundred years, and the state can well adopt the best plan for forestry even if it does not mature in less than a century. Our forefathers believed in and planned for the great state which now is, and we have every reason to be inspired with confidence that in another hundred years the progress will be as great as it has been in the past.

"At the present time the whole subject is being treated meanly. Not enough money is appropriated to even efficiently protect the game and fish in the woods, let alone the protection from fires and timber thieving. At the rate of expenditure on the European forests the department would have several millions instead of between two and three hundred thousand dollars to spend during each year.

"We have talked thus far merely in relation to the Adirondack Park, but this is only a part of the forests of the state. The tendency of the commission has been to concentrate its efforts within what is called the park, simply, as far as I can see, for the reason that the problem is so big and the appropriations available are made so small that it was necessary to narrow the field. There are great mountains and extensive slopes around this park that it would be just as advantageous to protect and reforest as it is the area within. The Lion Mountain range to the north, which is becoming absolutely denuded. The beautiful valley of Scroon Lake, which promises to become the source of water supply for Greater New York; the noble ridges lying between Scroon Lake and Lake George and between Lake George and Lake Champlain; the broad, sandy belt extending from the limits of the park west nearly to the Black River; the forest known as the "Big Woods" in Lewis county, the source of the Hill most of the black River, containing some hundred thousand acres or more, from which runs Salmon River and which extends to within 13 or 15 miles of the city of Rome, are all as worthy of consideration as the area within the park; and not only this, but the whole of the Catskill Mountains, the sandy shores of Long Island, the barren slopes of Allegany and probably the drainage area of Hemlock Lake and other drainage areas which furnish the water supply to the cities, and innumerable small areas scattered all over the state where experience shows farming and grazing cannot be made profitable, these should all be put under forestry management of the state. Then it would be found that the growing of wood is one of the most profitable undertakings of this great state. The disadvantages of the different parts of the forest being separated would not be as great as the advantages to different localities in having a well kept ideal forest in their next neighborhood, and none of these smaller forests would be far from a profitable market.

"We are in the era of great undertakings, and with the improvements in rail roads, trolley cars, automobiles and bicycles, the idea of parks must expand in accordance with our ideas of life in general. As in the towns and cities of New England, and in some other sections of the country, it is found to be advantageous to have associations for the beautifying and developing of the district, so we in New York State, need a similar association on a grander scale, to some extent preserve and develop the beauties and natural advantages of this wonderful state. It is surely true that in making this beautiful state one of the most attractive portions of the country, a necessary result of it would be to benefit the whole community materially."

Following the address of Commissioner McClintock Commissioner Lamberton spoke very shortly on his experience in the forests of the state of New York and in the forests of Europe. He said that he thought the proposed amendments to the Constitution would be of little benefit if the forests of the state were not to be cared for. The previous speaker had given such a description of the forests of New York State, that Mr. Lamberton said he had nothing to add, but the fact that they had impressed him as being among the most beautiful of the world.

He had seen the great forests of France, Germany, Switzerland, Norway and Sweden, and that the difference between them and the forests of this country was very great. The greatest care is taken of the forests of Europe and the men that care for them are trained in regular schools, started with this purpose in mind. Before the big trees are cut, there is always a second growth started, and far enough advanced that the cutting of the other trees will not make any material difference in their growth.

In Germany there are several schools of forestry. One who aspires to be a forester must first go through the gymnasium and then he must go to the school of forestry. After finishing here, he must serve an apprenticeship in practical forestry. Austria has 66,000 miles of forests and these are taken care of by 1,170 foresters, under the orders of about 25 forestry officials. The forests net the government an annual income of £100,000 or about $500,000.

If this country would establish schools of forestry and teach the proper care of the woods, it would net the government a great annual income. "I believe," said the speaker, "that this state should have a school of forestry under its own officers, or at least a department of forestry, where the science of the matter might be taught."

Following the address of Mr. Lamberton there were eighty dissolving views made by Professor Bickmore, in which the scenes of the forest and mountain were shown in all their beauty and with the rich tints that make the views well worth going some distance to see. They were very fine indeed, and they were made more interesting by the fact that Commissioner McClintock, who had tramped over the whole range, explained the pictures as they were thrown on the screen.

DEBT LIMIT OF CITIES

Chamber of Commerce Trustees To Discuss a Proposed Bill To Increase It to 15 Per Cent.

The board of trustees of the Chamber of Commerce will meet at 4.30 o'clock tomorrow afternoon to discuss the proposed legislative bill for an amendment to the Constitution of the state providing for an increase of the debt limit of cities from 10 to 15 per cent.

Following is the resolution that has been referred to the trustees by the legislative committee of the chamber:

"Resolved, That the representatives of this county in the Legislature be, and they hereby are, requested to prepare and introduce in the Legislature, an amendment to the Constitution of the state, which shall provide for an increase of the debt limit of cities, from 10 to 15 per cent.; it being understood that this request is made for the purpose of inaugurating a discussion of the question generally throughout the state, with the hope that such discussion may result in advantage to the people of the several cities."

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THE CANAL PROBLEM.

Editor Post Express:

The United States commission has recommended and the Federal government has surveyed a deep waterway from the lakes to the seaboard, including the Oswego-Mohawk route. It is doubtful if the Federal government would take over the state canals as they are, being so largely artificial ways. Abandonment or simply turning the state canals over to the Federal government would now be an act of doubtful wisdom on the part of the state. But cooperation by the state with the Federal government on such deep water way would be an act of common sense. It would recognize the community of interest, be a consolidation in accord with modern ideas, a simple, businesslike union. Such deep water way, taking the place of the Oswego canal and the eastern division of the Erie would form a better way than these for state purposes. Federal action would be impelled by a contribution from the state of the cost of their improvement, as proposed. The interests of the state would thus be safeguarded. River and harbor sentiment is veering towards local contribution as the ready means of distinguishing the worthy and of cutting out the unworthy projects. New York can thus make an initiative, indirectly advantageous to her, as the largest contributor to Federal bills, and the most modest petitioner. With such deep water way used in common for state and Federal purposes, the state will be better able to complete the nine-foot improvement from Buffalo to Onondaga or Oneida lake, or a thousand-ton barge canal, and a favoring vote therefor, more likely. Probably a thousand-ton barge canal would then be constructed west to Clyde with connection to Seneca and Cayuga lakes, unless the deep water way from Ontario was found de novo better by Sodus or Montezuma.

Any canal referendum should include as an alternative the possibility for the people to vote on such project of state and Federal co-operation. Otherwise, a large vote would be given to abandonment or to Federal ownership, not so well insuring water way development or state supremacy.

The deep water way will have locks, at least 600 by 60 feet, passing vessels of nineteen feet draught, 5,000 tons, in thirty-seven minutes each, with only twenty-eight locks (there are over seventy on the Erie). The cross section of the prism will be 5,407 feet, six times vessel section, allow speed of 7.57 miles in the canal prism, which is only in 64 miles, Oswego to Herkimer. Average speed in such deep water way will be 10.67 miles per hour, capacity 36,000,000 tons a year. Transportation rate, .31 of a mill per ton-mile. Against locks only 228 by 28, cross section 1,125 square feet, only four times barge section, speed only three miles an hour, capacity per vessel only 1,000 tons, annual capacity only 30,000,000 tons, in proposed barge way, transportation rate .38 of a mill per ton-mile. Such deep water way will pass these same 1,000-ton barges in fleets of four, at four miles an hour, their maximum speed. It will pass up vessels of war and allow these to go out and other ship-building output of the interior, and promote in our state iron and steel industries, both primary and secondary, and ship building.

Canalization of the Mohawk, by reason of flood disposal is about the same thing for a thousand-ton barge way as for a 21 or 30 foot way. Why not do it in a large way?

A like alternative should be allowed for the Champlain route should it be voted on, as the deep water way by the St. Lawrence-Champlain-Hudson is of the same character, has only six locks, is all down hill, and with ample water supply.

John A. Collier Wright.

Rochester, N. Y., March 24th.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

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Rochester, N. Y., March 24th.

WHAT THE MONROE COUNTY LEGISLATORS HAVE DONE

Bills Introduced By Each Representative During Session and Their Present Status---A Remarkable Record.

The Times March 27, 1902

ALBANY, March 27.—Monroe County's representatives in the Legislature which ends today have had a busy session. At the outset it was recognized that one of the most important matters was the appropriation of sufficient moneys for good roads construction to meet the demands of the various towns. The total appropriation for that purpose is $800,000. This sum is enough to provide for the construction of all the good roads for which final estimates were made up to Jan. 1, 1902. The people of the towns are to be congratulated upon this result.

Perhaps from a political standpoint the Town Enrollment Bill, introduced by Senator Armstrong, is of the first importance.

The Police Reorganization Bill, introduced by Assemblyman Gardiner, if it shall be approved by the local authorities, will bring about a change in the police force of Rochester. It provides for the appointment of a police commission of three members, which shall have charge of the appointment of patrolmen and the punishment of crime.

From an economic point of view, the Sheriff's Salary Bill, introduced by Assemblyman Smith, and the County Purchasing Agent Bill, introduced by Senator Armstrong, are of the greatest importance.

The bill providing for a county detective, introduced by Assemblyman Davis, is calculated to promote good order and to facilitate the handling of criminal business in the District Attorney's office.

The bill to enable the city to refund its old 7 per cent water bonds at a low rate of interest, introduced by Assemblyman Gardiner, will bring relief to the taxpayers in next year's tax levy.

The bill regulating the sales of merchandise in bulk, introduced by Senator Lewis, at the request of the Rochester Clothiers' Association and with the indorsement of the New York State Credit Men's Association and other organization of a similar character, is one of the important general bills of the session. If signed by the Governor, it will go a long way toward preventing fraudulent transfers of stocks of goods from which the wholesale merchants and jobbers of Rochester and other cities have suffered so much in the past.

The Flood Commission Bill, also introduced by Senator Lewis, is a bill of large importance to the whole state and will, it is believed, arouse public sentiment throughout the state and eventually lead to the adoption of a policy which will result in the prevention of floods and at the same time preserve the water supply for commercial, manufacturing and domestic purposes.

The people of Assemblyman Salyerds' district are to be congratulated upon his success in securing an appropriation for cleaning out the channel of Black Creek, in the town of Chili. The people of Fairport will be pleased to know that Senator Lewis has secured an appropriation for the removal of the Plymouth Avenue bridge to Fairport, to take the place of the present Fullamtown bridge.

The Armstrong bill looking to the removal of the State Industrial School will eventually bring relief to the northwestern part of the city, and at the same time operate to promote the welfare of the inmates of that institution.

It required the united efforts of the Monroe delegation to procure an amendment to the Barnes School bill so distasteful to the great majority of the people of Rochester. That they succeeded in so amending it as to save the schools of Rochester is a subject for congratulation on all sides.

The delegation has worked together harmoniously throughout the entire session. The votes of the members have been cast uniformly for good bills and just as uniformly against bad legislation. The delegation has had a large, and in many instances, a controlling influence in shaping the policy of the Legislature and it will be many years before Monroe County will have a stronger or more competent set of representatives at Albany.

The Monroe delegation introduced, all told, 76 bills, of which 12 are on the statute books as laws and about 25 at this writing have passed and been sent to the Governor. A complete summary of the bills introduced by the representatives from Monroe and the final disposition of the measures follow:

By Assemblyman Martin Davis

804—To consolidate two or more fire districts not within an incorporated village. A law.

1,557—For the destruction, in the presence of a Supervisor, of illegal devices for fishing. Lewis bill substituted.

1,605—To amend the county law so that the District Attorney may appoint a county detective for Monroe at a salary of $1,800. Passed March 19. In Senate. In Governor's hands.

1,769—To amend law whereby a member of the Legislature may take acknowledgments during his term of office. Passed March 24. In Senate. To permit Trustees of village of Honeoye Falls to expend not more than $600 a year for five years for the electric lighting of village. In Governor's hands.

By Assemblyman Smith

729—Authorizing Mayor of Rochester to expend money in rewards and necessary expenses for the apprehension or conviction of persons guilty of crime. In hands of city authorities.

1,234—Amending law fixing salaries of Municipal Court Judges in Rochester at not less than $5,000. Passed March 7. Died in Senate.

1,117—To amend Civil Code in relation to actions against next of kin. Passed March 14. In Senate.

1,190—To amend Civil Code by adding a subdivision relating to limitations of actions. Died in Codes Committee.

1,763—To make the office of Sheriff of Monroe County a salaried one, in part, (the salary to be $4,000 a year), and regulating the management of said office. In Governor's hands.

1,448—To allow Court of Claims to hear, etc., claim of Michael O'Keefe for damages alleged to have been sustained while in the employ of the State as a stonecutter on the new Capitol in 1879. Died in Claims Committee.

1523—Jury Commissioner's Bill. Passed March 22. In Governor's hands.

1203—To amend Civil Code relating to actions for nuisances. Died in Codes Committee.

1704—To allow Court of Claims to hear, etc., claim of executor of will of Henry L. Achilles for moneys expended in 1861 for maintenance of state troops. Died in Claims Committee.

[illegible] for a purchasing [illegible] County at a salary of $2,500 a year. Armstrong's bill substituted. In Governor's hands.

1728—To amend the Election Law, making only two instead of four days for registration of electors. Died in Judiciary Committee.

1776—To amend the Transportation Corporations Law by adding section in relation to stage routes. Introduced by request. In Rules Committee. Dead.

1783—Amending law so as to abolish payment of a salary to the President of the Rochester Park Board. Passed March 24. In Governor's hands.

By Assemblyman Gardiner

356—Aldermanic Salary Bill. Introduced by Committee on Cities. A law.

357—Back Salary Bill. Introduced as a committee bill. A law.

185—Taxing Rochester bank stock, etc. Abandoned for general bill.

256—Providing for the appointment by the Commissioner of Public Works of a subordinate in his department, a clerk of weights and measures, etc. In Governor's hands.

434—Providing for the appointment of a Fire Marshal. In Governor's hands.

886—To provide for the enrollment of members of political parties in the towns of Monroe County. Armstrong's similar bill substituted, passed; sent to Governor and recalled.

738—Allowing set lines to be used in Lake Ontario. In Governor's hands.

558—To allow Court of Claims to hear, etc., claim of S. F. Hess & Company for damages by reason of the construction of a hoisting bridge in Exchange Street. In rules.

1268—To amend the tax law relating to the stockholders of banks and banking associations. Armstrong's similar bill substituted. A law.

906—To amend railroad law relative to consents of property owners and local authorities. Advanced to third reading March 14. Recommitted to Rules Committee March 24. Dead.

907—To allow Court of Claims to hear, etc., claims of City of Rochester against the State for local assessments and improvements upon State lands, in said city. In Rules.

1322—To authorize Rochester to borrow $3,000,000 to pay waterworks bonds maturing Jan. 1, 1903. In hands of city authorities.

1128—Abolishing offices of Hemlock Lake Water Commissioners and providing that their powers and duties shall be vested in the Commissioner of Public Works. Lewis' bill substituted, passed and is a law.

1242—Appropriating $35,000 for a new bridge at Jay Street, Rochester. Referred to Ways and Means Committee. Died in Rules.

1243—Appropriating $35,000 for a bridge at Allen Street. Same reference; same final disposition.

1244—Appropriating $35,000 for a bridge at Lyell Avenue. Same reference; same final disposition.

1627—To amend the tax law relating to statement and payment of taxes by a municipality. In Governor's hands.

1804—To provide for the reorganization of the Rochester Police Department. Amended to conform to Lewis bill; passed and gone to city authorities.

1689—To amend the Labor Law relating to safety appliances for the use of and protection of employes. Introduced by request. Died in committee.

1,813—To permit Rochester to borrow $300,000 on notes, pending the ascertainment in the courts of the legality of issue of bonds for high school purposes.

By Assemblyman Salyerds

653—Appropriating $10,000 for the removal of obstructions in Black Creek, Chili. Referred to Ways and Means Committee. Item in Supply bill for the purpose.

1052—To amend Penal Code making it a misdemeanor to place any obstructions within four feet of the track of any street railway. Died in Codes Committee.

1791—To amend the Code of Criminal Procedure relative to the commitment by magistrates of short term prisoners to the Monroe County Penitentiary. Passed March 24. In Governor's hands.

By Senator Lewis

475—To amend legislative law relative to the publication of concurrent resolutions proposing amendments to the constitution so as to indicate the old and the new matter. A law.

268—To amend the legislative law relative to the distribution of the session laws so that Jury Commissioners may receive them. In Governor's hands.

341—To amend general law relative to fire districts. Davis' bill substituted. A law.

1116—In relation to schools constituting Chapter 23 of the General Laws. In Committee of the Whole March 13. Dead.

558—To allow Court of Claims to hear, etc., claims of City of Rochester, etc. Similar to Gardiner's bill. Passed Senate Feb. 25. Died in Assembly.

625—To amend Penal Code relative to the obstruction of street railways, similar to Salyerd's bill. Died in Codes Committee.

688—To amend the game law relative to the seizure and destruction of illegal devices for fishing. Passed March 10. In Governor's hands.

690—Relative to the refunding of the Rochester waterworks bonds. Gardiner bill amended in Senate and substituted. In Governor's hands.

695—Abolishing offices of Hemlock Lake Water Commissioners. A law.

818—To regulate the sale of merchandise in bulk. Amended March 13. In Governor's hands.

835—Granting the same powers as those held by the Police Court Clerk to [illegible] clerk of the court. In Governor's hands.

1245—To provide for the appointment of a commission to investigate the causes of floods and overflows of rivers and water courses and to make recommendations for preventing the same. Amended so as to appropriate $5,000 instead of $15,000 for the expenses of the commission. On order of third reading in Senate.

1,069—To reorganize the Police Department of Rochester. Gardiner bill amended so as to be identical; substituted and passed. In Governor's hands.

1185—To amend the general law relating to the apportionment of State school moneys. On third reading, Senate, March 21. Passed.

1244—To permit Trustees of the village of Honeoye Falls to expend not more than $600 a year for five years for the electric lighting of the village. Passed senate.

Item in supply bill to appropriate $8,000 to remove Plymouth Avenue bridge to take place of Pullamton bridge in Fairport.

By Senator Armstrong

46—To amend civil code relative to receivers' commissions. In Governor's hands.

568—To amend personal property law relative to trustees. A law.

569—To amend real property law relative to trustees. A law.

49—To provide for the enrollment of members of political parties in the several towns of Monroe County. Passed, but recalled from the Governor, the latter having signed the general act.

576—To provide for the enrollment of members of political parties in towns. A law.

570—To amend the membership corporations law relative to directors, etc. In Governor's hands.

1040—Authorizing the selection of lands as a new site for the State Industrial School. Governor's hands.

29—To amend the highway law relative to the maintenance of improved highways. A law.

122—Authorizing and directing the Assessors of Rochester to tax bank stock, etc. Abandoned for general bill.

174—Relative to the appointment of a Fire Marshal. Gardiner's similar bill substituted. In Governor's hands.

175—Relative to City Sealer. Gardiner's similar bill substituted and passed.

290—Reward bill. Smith's similar bill, as amended, substituted and passed. In Governor's hands.

698—To amend the tax law relative to the taxation of the stockholders of banks, etc. A law.

924—To amend the penal code relative to sentencing of convicts. In Governor's hands.

652—To amend game law relative to the taking of wild birds. Passed. In Governor's hands.

957—Concurrent resolution to constitution relative to improvement of highways. (Twenty million dollars for good roads.) Died in Judiciary Committee.

957—To amend the tax law relating to statements and payment of taxes by a municipal corporation. Gardiner's bill substituted and passed. In Governor's hands.

1068—Making an appropriation for State Industrial School. Provided for by an item in the supply bill.

1135—To provide for a Purchasing Agent for Monroe County. In Governor's hands.

To permit Rochester to borrow $300,000 on notes pending ascertainment in the courts of the legality of issue of bonds for high school.

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Rochester Chamber of Commerce

On the evening of Monday, March thirty-first, nineteen hundred two, at eight o'clock, there will be a musicale in Assembly Hall, under the direction of Herve Dwight Wilkins, to which the families of the members of the Chamber are invited. The following is the programme:

POLONAISE . . . . . *Chopin*
MR. WILKINS.

SONG—"The Palms," . . . . . *Faure*
MR. GAGE.

LEGENDE . . . . . *Bohm*
MISS BESSIE MCCALL.
MISS WINIFRED MCCALL, Accompanist

SONG—"If Thou Didst Love Me," . . *Denza*
MRS. SEAMAN.

WALTZ . . . . . *Liszt*
MR. WILKINS.

SONG—"A Gypsy Maiden I," . . . *Parker*
MRS. SEAMAN.

SONG—"Only in Dreams," . . . . *DeKoven*
MR. GAGE.

FANTASIA . . . . . *Liszt*
MR. WILKINS.

At the close of the entertainment light refreshments will be served.

JOHN M. IVES,
Secretary.

Rochester, N. Y., March 28, 1902.

Chamber of Commerce
ASSEMBLY HALL

Musicale
MONDAY EVENING, MARCH 31, 1902, AT 8 O'CLOCK.

HERVE DWIGHT WILKINS, SOLO PIANIST
MRS. CORAL SEAMAN, SOPRANO
MISS BESSIE MCCALL, VIOLINIST
MR. MAJOR W. GAGE, BARITONE

PROGRAMME

POLONAISE . . . . . *Chopin*
MR. WILKINS.

SONG—"The Palms," . . . . . *Faure*
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SONG—"A Gypsy Maiden I," . . *Parker*
MRS. SEAMAN.

SONG—"Only in Dreams," . . . . *DeKoven*
MR. GAGE.

FANTASIA . . . . . *Liszt*
MR. WILKINS.

The piano used is from the house of J. W. Martin & Bro.

CITIES BE INCREASED

Members of the Chamber of Commerce to Discuss That Question at the May Meeting.

At the March meeting of the Chamber of Commerce Senator Morton E. Lewis read a paper in which he discussed the advisability of increasing the debt limit of cities in this state. The subject is one that attracted a great deal of interest among those who heard the address and read the account in the newspapers, and the legislative committee of the chamber, which met March 6th, referred the question to the board of trustees for deliberation.

Yesterday the board of trustees held its monthly meeting, and the question was discussed in the form of the following resolution, which had been referred to the board by the legislative committee:

Resolved, That the representatives of this county in the legislature be, and they hereby are, requested to prepare and introduce in the legislature, an amendment to the constitution of the state, which shall provide for an increase of the debt limit of cities, from 10 to 15 per cent; it being understood that this request is made for the purpose of inaugurating a discussion of the question generally throughout the state, with the hope that such discussion may result in advantage to the people of the several cities.

Partly because of the importance of the question and partly because the attendance was not as large as it might have been, there was a tendency among the members of the board of trustees not to take any definite action, and an hour or more was spent in discussion. It was finally decided to make the subject one for special debate at the May meeting of the Chamber of Commerce. The April meeting's programme is already arranged, so that it was necessary to put it over for a month.

The sentiment of yesterday's meeting was expressed in the following resolution:

Resolved, That we consider this subject worthy of the most careful attention of the chamber and recommend that it be made the subject of discussion at the May meeting of the corporation.

It was also decided to amend the resolution as written by the legislative committee so as to make the question for discussion, "Is it advisable to increase the debt limit of cities, the present limit being 10 per cent. of the assessed valuation?" This amendment was thought necessary because the legislature has already adjourned, and consequently debating the advisability of requesting the representatives of this county in the legislature to take any steps in the matter would not be pertinent.

In the absence of President Brewster, Daniel B. Murphy presided yesterday. Some routine business was transacted, and the following new members were admitted:

William H. Sullivan, lawyer, No. 347 Powers building; Standard Electric Construction Company, No. 82 North Water street; Joseph Knopf, clothing, No. 344 Clinton avenue north; Harper B. Day, real estate, No. 305 Powers building; Glenn Brothers, nurserymen, Nos. 117-118 Cutler building; Ford & Eno, brokers, Nos. 201-203 Wilder building; James R. Chamberlin, rubber goods, No. 13 Main street west; Samuel R. Parry, paper box machinery, No. 132 Mill street; C. C. Hermans, superintendent Prudential Insurance Company, Nos. 316-320 Granite building; William G. Telfair, M. D., No. 568 West avenue; William B. Carleton, real estate, plumbing, Triangle building.

Chamber of Commerce Concert.

There will be a musicale at the Chamber of Commerce assembly hall this evening at 8 o'clock, under the direction of Herve Dwight Wilkins. An extensive and attractive programme, in which Mr. Wilkins will be heard in several selections, has been prepared. Miss Bessie McCall, Mrs. Seaman and Mr. Gage will also take part. *Dem. & Chron. Mar 31, 1902*

CHAMBER OF COMMERCE EVENT

Friends and Families of Members Listened to Music There Last Night.

The Chamber of Commerce was filled last night by an assembly made up of friends and families of the members, gathered there to listen to an excellent musical programme. Those who took part in the programme were Herve Dwight Wilkins, solo pianist; Mrs. Coral Seaman, soprano; Miss Bessie McCall, violinist, and Major W. Gage, baritone. The programme was as follows:

Polonaise ..... Chopin
Mr. Wilkins.
Song—The Palms ..... Faure
Mr. Gage.
Legende ..... Bohm
Miss Bessie McCall
Miss Winifred McCall, accompanist.
Song—If Thou Didst Love Me ..... Denza
Mrs. Seaman.
Waltz ..... Liszt
Mr. Wilkins.
Song—A Gypsy Maiden I ..... Parker
Mrs. Seaman.
Song—Only in Dreams ..... De Koven
Mr. Gage.
Fantasia ..... Liszt
Mr. Wilkins.

AGREEMENT

Conference at Chamber of Commerce Results in Both Sides Signing Contract for Two Years.

The brewers and their men came to an understanding yesterday afternoon at the conference at the Chamber of Commerce rooms. An agreement was drawn up and signed by both sides, and it will be presented for ratification to the brewers' unions at a meeting at Germania hall Sunday afternoon. Until then the agreement is not complete, but from men well versed in the dispute it is learned that there is little doubt that the men will uphold the action of their representatives, and that all danger of a strike is over for the present. There was a great deal of give and take in drawing up the articles of agreement, but the most important point is understood to be that the agreement is for two years, instead of one. This will do away for one year, at least, with one phase of the labor troubles which come as regularly as the spring months.

The conference yesterday, like the others which have preceded it, was attended by John Bradley, Henry Hathaway and J. Miller Kelly, with Attorney George Forsyth as counsel, for the brewers; Messrs. Bechtold and Doherr for the brewery workers, and President Rush Rhees, A. B. Lamberton, James G. Cutler and Edward Prizer for the Chamber of Commerce. The conference commenced at 4 o'clock, and at 5:45 o'clock Mr. Bradley left the room.

"You needn't wait around here any longer," he said to the reporters. "There isn't going to be anything to give out until the middle of next week."

"When are you going to meet again?" asked a reporter.

A cold stare was the answer, and then with a brief, "Perhaps in Heaven," the brewer walked away.

Later it was learned, through other sources, that an agreement had been reached, but the terms upon which the employers and the unions had come together were not given out.

"It is true, that with the exercise of much tact and a good deal of graceful giving up of points on both sides, and agreement was signed," said a man who was present. "However, the question will not be finally settled until Sunday afternoon, when the unions will meet to ratify the agreement. Until that meeting it will be impossible for us to say what the terms really are. You may say, though, that we consider the strike question settled."

Four unions are involved in yesterday's agreement and contract, and a representative of one of them was much pleased at the news that a two-year agreement had been reached.

"If the terms do not suit the boys," he said, "they will not be accepted, and if they suit, why then, we've got plain sailing for twenty-four months."

With the reaching of this agreement the committee from the Chamber of Commerce has finished its labors. Members of both sides to the dispute expressed themselves last night as very much gratified at the conduct of the Chamber of Commerce and its committee in the matter.

April 4 1902

EVENING TIMES

BREWERYMEN AND BOSSES COME TO TERMS

Questions of Hours and Hiring and Discharging of Men Compromised.

Is Expected That the Agreement Will Be Ratified by the Unions Sunday.

(From Yesterday's Last Editions.)

The disagreement of the brewers and the brewery workers has, through the diplomatic efforts of the Arbitration Committee of the Chamber of Commerce, been amicably adjusted. The members of the committee were: Rush Rhees, A. B. Lamberton, James G. Cutler and Edward Prizer.

The conference at the Chamber of Commerce yesterday was attended by the brewers' committee, composed of John Bradley, H. A. Hathaway, J. Miller Kelly and Attorney George Forsyth, as counsel, and Messrs. Bechtold and Doherr, for the brewery workers, and the Arbitration Committee.

After a thorough consideration of each proposition in the agreement submitted, a contract was drawn and signed by both sides. It will be presented at a meeting of the local unions of brewery workers at Germania Hall, Sunday afternoon. An official of the Rochester Brewers' Association said this morning that there is not the slightest doubt but that the contract will be ratified by the unions, as it is known, in fact, that the committees representing the two organizations were empowered to definitely settle the matter, but that it was thought best, as a matter of form, to give the workers a chance to learn what is contained in the revised agreement. The new contract is for a term of two years from May 1.

The propositions that caused the most difficulty were those relating to the privilege of the brewers of hiring and discharging their employes as they pleased without consent of the unions, and the changing of the working hours of the engineers and firemen from three shifts of eight hours daily to two shifts of twelve hours. There were also several paragraphs of minor importance in the submitted agreement that the committees balked at.

Each disputed paragraph was submitted to the Arbitration Committee and were handled with so much tact and discretion that all were settled to the satisfaction of the representatives of both sides. It is known that under the advice of the Peace Committee the question of hiring and discharging the men without consent of the unions was conceded to the brewers by the Brewery Workers' Committee. The proposition was modified somewhat, however. The proposition of changing the hours of the engineers and firemen was, in turn, conceded to the opposite side by the brewers and the men will continue working three shifts daily for the next two years.

A prominent brewer, speaking of the Arbitration Committee this morning, said: "Too much credit can not be given to the Chamber of Commerce committee for the tact and delicacy with which they handled the difficult questions. They were very generous with their time and had great patience in listening to the tiresome arguments of the committees. To them, in a large measure, should be given the credit for the averting of a strike."

"Do you think the unions will ratify the new contracts?" he was asked.

"I am sure they will," was the reply.

PROPOSED ORDINANCE NOT TO THEIR LIKING

Dem & C. Apr 2, 1902.

Employers of Stationary Engineers Likely to Enter a Protest With the Aldermen—Objectionable Points.

At the meeting of the law committee of the common council to-night there will come up for discussion the proposed changes in the ordinance relating to stationary engineers. This ordinance has been the subject of much controversy for some months, the principal matter of contention being certain clauses which the engineers' unions have insisted should be in the ordinance as adopted.

There are a number of business men and others who employ stationary engineers who feel that these matters should be settled so as to avoid all friction in the future, and some of them are of the opinion that trouble is bound to follow the passing of the ordinance in its present state.

Some weeks ago Alderman McParlin introduced an ordinance which did not please the unions, and as a result a conference was held at the office of Alderman Plumb, after which Alderman Plumb drew up and introduced an ordinance similar in most respects to the other, but with one or two changes in wording. It was given out at that time that the only changes of any consequence were in the section relating to the classification of engineers, which was made to read that a first-class certificate should be given to every engineer found qualified to operate and take charge of a steam plant of any kind, a second-class certificate to every person qualified to take charge of and operate any plant up to 500 horse power, while the third class is limited to plants of less than fifty horse power.

But it seems that there were several other changes which are distasteful to employers. One of them is in section No. 7. In the McParlin ordinance it reads as follows:

"No person shall receive a license under this ordinance who has not had at least three years' practical experience in the care of boilers and engines previous to his application, and must make affidavit as to said experience in his application."

In the Plumb ordinance the text is the same until the phrase "boilers and engines" is reached, when the clause, "under a licensed engineer in the city of Rochester," is inserted.

"Now," said a prominent business man yesterday, "this means simply that the graduates of the Mechanics Institute, or of any school of engineering, cannot be given licenses. It means also that if the supply of engineers should suddenly fail here, we could not replace them in less than three years. Moreover, it means that if there should be a strike, we could not bring engineers from other towns to Rochester to work, because they would not have been under a Rochester engineer for three years. The plumbers in New York had just such a joker in their ordinance, and when they struck their employers were helpless under the city ordinances."

Another point with which the employees find fault is in section No. 8, which reads in the McParlin ordinance:

"It shall be unlawful for any stationary engineer to be absent from the steam boiler or steam engine operated by him for a space of time exceeding twenty (20) minutes, or be further distant from such steam boiler or steam engine more than one hundred (100) feet while working under pressure."

In the Plumb ordinance this clause is appended to the above, "unless another duly licensed engineer is left in charge thereof."

"If this is carried to its logical conclusion," said the same man, "it will mean that there must be two engineers on every job. Suppose an engineer is taken ill, no fireman can assume control of the engine. Or if the engineer goes to dinner, another licensed man must be secured to take his place if he is absent longer than twenty minutes."

Alderman McParlin last night, "is just the one that is going through, if all the rest of the ordinance is shelved. The men are determined that the examining board shall consist of engineers who are working every day."

PROVISIONS OF THE PROPOSED CONTRACT

Dem & Chron Apr 2

Points Upon Which Brewery Workers Are to Pass at Their Meeting To-Morrow Afternoon.

The citizens' committee appointed by the Chamber of Commerce to act in an advisory capacity in the controversy between the brewers and their employes has completed its report, and it was yesterday placed in the hands of Secretary Ives. It was the understanding that the report of the committee should not be made public until action shall have been taken on the contract by the brewery workers, at a meeting to be held to-morrow afternoon.

While it was understood that no official information regarding the actual contract should be given out until the ratification of the contract, no especial effort has been made to prevent the facts regarding the settlement from transpiring. One of the principal causes of difference between the brewers and their employees was the question of hiring and discharging men. The agreement in this respect was clearly in the nature of a compromise, concessions having been made by both parties. On the part of the brewery workers, the abstract right of the brewers to discharge men is fully recognized. At the same time, the brewers are said to have receded from the position that the would not discuss the individual cases of men discharged with a representative of the brewery workers' organization. When Mr. Pummer, the member of the national committee of the United Brewery Workers, was in the city early in the week, he laid particular stress upon this point. He did not deny the right of the brewers to discharge employees for cause. He did insist, however, that in any case the justice of the matter should be discussed, and all the facts connected with the employee's discharge should be ascertained, in order that the union might have both sides upon which to base its action. So far as can be learned, this point has been arranged in accordance with the views of Mr. Pummer, and a conclusion reached which will be ratified by the brewery workers.

In the matter of the hours of work of men other than engineers and firemen, practically no change is made. They worked nine hours a day, or fifty-four hours a week, under last year's contract, and it is understood that the arrangement remains in force during the continuance of the new contract.

Another point of importance, and one which occupied much of the time of the committee of the Chamber of Commerce, was the working hours of engineers and firemen. After a failure on the part of the brewers and the representatives of the men in this respect, the question was taken up by the committee, and the brewers were advised, in view of concessions made by the brewery workers, to continue to divide the working hours of the engineers and firemen into three shifts of 8 hours each. This proposition, it is said, was finally accepted by the representatives of the brewing interest, and then a basis for the preparation of a two-year contract had been reached.

A member of the brewery workers' organization said last night:

"I do not feel at liberty to say much about the contract which we will meet and consider on Sunday. Perhaps it is as well to let it be known, however, that we have substantially agreed, and I think there is no doubt that the contract will be signed all right. Yes, it is true that our men have made some concessions, and it is just as true that the bosses have come down just a bit. I don't think it's a thing to talk much about until after Sunday. No, I don't think there will be any trouble about discharging and hiring men, as we will now have a chance to find out why men were laid off, and foremen cannot discharge them unless there is some cause."

"What about the engineers and firemen?"

"Well, I guess they will not have to put in half of their time, seven days a week, during the next two years. Wait until we have ratified the contract."

The conclusion which resulted in the signing of the contract to be acted upon by the unions to-morrow was reached after conferences which occupied the greater part of the week. The advisory committee, which has erroneously been called an arbitration committee, was appointed by the Chamber of Commerce last week, and consisted of Rush Rhees, A. B. Lamberton, James G. Cutler and Edward Prizer, all well-known and public-spirited citizens, who actively exerted themselves in the interests of peace, and with the end in view of averting a strike.

John Bradley, Edward B. Hathaway and J. Miller Kelly, with George Forsyth as counsel, represented the employing brewers, while Messrs. Bechtold and Doherr, aided by the advice of Mr. Pummer, had charge of the interests of the brewery employees.

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Historic Scrapbooks Collection

OPPOSITION TO THE ORDINANCE

SAID TO BE UNJUST TO TECHNICAL ENGINEERS.

PROBLEM FOR ALDERMEN

Council Law Committee Trying to Frame an Engineers' Ordinance That Will be Satisfactory—Protest From Mechanics Institute.

That the common council law committee has shouldered a heavier load than it figured on when the proposed new stationary engineer's ordinance was referred to it, was made apparent last night at a meeting held by the committee to receive the report of the sub-committee appointed a week ago.

The engineers' draft of the proposed ordinance needed, it was thought, to be changed, and Chairman Plub was delegated to meet with representatives of the three local engineering associations for the purpose. The report containing the amendments suggested was submitted last night, and was productive of much discussion, mainly because of objections made to certain sections by representatives of the Mechanics Institute, who saw in the ordinance a disposition to discriminate against graduates from the engineering classes of that institution.

The proposed ordinance was taken up section by section, and opposition was manifested with the first section, which provides the qualifications of the members of the examining board. The section reads that "each member of such board shall be a citizen of the United States, and shall be an operating engineer, with not less than five years' practical experience." Max Lowenthal, of the board of directors of the Mechanics Inst'tute, immediately protested against the above provision.

"That is the most objectionable and narrow-minded feature," said Mr. Lowenthal. "It would prevent Professor Thurston, of Cornell University, who is an authority on mechanical engineering, from acting as an examiner. It is an old notion that no man can learn a trade except by working at it. It has not an ounce of merit in it. I came here to protest not only as an employer, but as a director of the Mechanics Institute, against this section, which discriminates against graduates of technical institutions. There is no objection to having a practical man on the examining board but to limit the examiners to operating engineers is unreasonable."

John Leathers, one of the members of the present examining board, replied to Mr. Lowenthal, that the section did not prevent a practical engineer from being on the board if he had the experience, but he should be an operating engineer.

"Things come up every day that a person never gets in a technical education," contended Mr. Leathers. "There are men in Rochester to-day who cannot answer some of the most essential questions. I would not issue a license to such a man. I'd resign from the board first."

The section, if adopted, would exclude one of the present examiners, John Dengler, who is not an operating engineer, but who, according to his statement, has had charge of engines. Mr. Dengler was naturally opposed to the section, and after Mr. Leathers had finished speaking, asked to be heard. He suggested that the word "practical" be inserted in place of "operating."

"I have been an engineer off and on for twenty-eight years," said he, "although I do not have charge of an engine now. Because I do not now do the actual work of an engineer, and because I engage help and am permitted to go into the office of my employers at times, is no reason why I should be discriminated against."

Mr. Dengler stated that he had been told that many engineers did not favor the ordinance, but did not care to assert themselves, because of the determined efforts being made for its adoption by its advocates. In contradiction of this statement, it was declared that all three of the associations were unanimously in favor of the ordinance.

Alderman Zellweger thought the substitution of the word "practical" would be well. He said that men who might have been in charge of engines for years might be promoted and their practical knowledge would make them qualified to serve as members of the examining board.

Professor Crocker, instructor in engineering at the Mechanics Institute, who had arrived in the meantime, was asked to express himself and replied that the section was evidently aimed at technical engineers. Professor Crocker asked if a man with a technical education would not be better able to conduct an examination than one whose experience was gained entirely as an operating engineer.

"Do you think he could run a steam plant better?" asked Mr. Leathers.

"No, but he could get out of a man what he knew better. It would be better to make the examination both practical and technical."

"There are practical men who had charge of engines years ago, who have become rusty—have not kept up with the advancement," argued Mr. Leathers.

Professor Crocker admitted this, but added that the practical man sometimes was familiar with but one kind of steam plant, while the man with the technical education was instructed concerning various kinds of engines.

"It isn't the engine that blows up—it's the boiler," dryly remarked Alderman Zellweger.

Mr. Dengler, getting the floor again, argued that a man who understood inertia, hydraulics and hydrostatics, with a knowledge of engineering, certainly ought to be qualified for an examiner.

The discussion of section 1 was dropped temporarily, and section 2 was taken up. It furnished as much food for argument as the first section. It provides that no person shall receive a license who has not had at least three years' practical experience in one engine and boiler, or in two engines and boilers, subject to this condition, that their committee has been accepted by the employers to settle the matter finally, and upon this result your committee feels that it may with propriety congratulate the Chamber of Commerce, since every waste the Chamber of amicable adjustment of such deliberate and labor obvious-differences between capital and labor obviously tends to make the next settlement easier and to render strikes and lockouts, with their attendant expense and bad feeling, less liable to occur.

All of which is respectfully submitted by

RUSH RHEES,
JAMES CUTLER,
A. B. LAMBERTON,
EDWARD PRIZER.
Committee.

Peter Bohrer is the representative of the Central Trades and Labor Council to whom reference is made in the foregoing. He is first vice-president of the council. Mr. Bechtold and Mr. Bohrer took an active part in the negotiations between the brewers and the men.

make it necessary for an outsider to serve a given time in some cities before they can secure a license, and the same rule should apply to Rochester. Mr. Lowenthal opposed this section vigorously, and Professor Crocker suggested that the period during which the applicant must serve under another engineer be modified in relation to graduates of a technical school. There would be no incentive for a young man to secure a technical training if he was compelled to serve three years under an engineer before he could apply for a second-class engineer's license, argued Professor Crocker. The engineers admitted the force of the argument, and did not oppose the suggestion that a man who had secured a certificate of graduation after attendance at a regularly established school of technology, might serve one year in place of three.

Another snag was struck in relation to the issuing of permits to persons in charge of heating plants where the steam is not used as a motive power. The ordinance provides that a fireman's permit may be obtained after examination, which would entitle the holder to operate a heating plant without using the steam as power. The question was raised as to what should be done in school buildings where a fan system of heating is used and a janitor has charge. Power would be necessary to run the fan, and under such conditions a licensed engineer of the second class would be necessary.

The matter of the qualifications of the members of the examining board came up at intervals and proved the most vexatious one of the lot. The discussion lasted until a late hour, and several more meetings will probably be required before the ordinance is presented to the council.

An Encouraging Step.

The announcement that a committee of members of the Chamber of Commerce, composed of Rush Rhees, President of the University of Rochester, A. B. Lamberton, President of the Chamber, James G. Cutler and A. B. Prizer, has been instrumental in settling the differences between local brewery workers and their employers, a settlement which good judgment dictates that it should be amicably ratified by the Brewerymen's Union at its meeting tomorrow, marks an epoch in the industrial history of Rochester.

The settlement of differences, such as existed in this case, is of prime importance to the parties at variance and to the city as a whole. But far more important is the fact that labor, as represented by the brewerymen, and capital, as represented by the Brewers' Association, have realized the wise policy of arbitration as a means of settlement, have resorted to it instead of to more violent measures and are apparently content, unless our information be at fault, to accept the decree of the arbitrators.

Points of difference in this particular instance have been well threshed over in the newspapers. Although the details of the settlement are not as yet made public, it is more than likely that both sides have made concessions and—whatever the principle—it is right that both should be thus elastic.

Marriage is a union that demands mutual sacrifice. The relations of labor and capital should be as close and mutually helpful as those of husband and wife, and when they become so, when both are disposed to and do make sacrifices, the result is industrial happiness, just as the husband and wife who make concessions to each other occasionally give to the world an example of domestic felicity.

CANAL NAVIGATION.

Talk on That Subject Before Chamber of Commerce Thursday Night.

The regular monthly meeting of the Chamber of Commerce, which would have been held last night had there not been a postponement on account of the absence from the city of President Brewster, will be held Thursday night. William H. Campbell, who recently spent some time in Minneapolis, will speak on "Commercial Northwest and What the Chamber of Commerce has Done for Minneapolis."

Frederick W. Warner is to speak on "Problems of Canal Navigation." Mr. Warner has made a study of this question during his trips abroad and is especially conversant with the situation in France, where canals are numerous. Mr. Warner, it is understood, will advance some radical propositions, among others the possibility of reducing freight rates to one-twentieth of the tariff now exacted, and practically free power. He says that mule power on the canal must go.

Everyone interested in these questions is invited to attend. Luncheon will be served by Teall.

Rochester Chamber of Commerce

The regular monthly meeting of the Rochester Chamber of Commerce will be held in Assembly Hall, THURSDAY, EVENING, APRIL 10, 1902, at 8 o'clock.

On which occasion
MR. WILLIAM H. CAMPBELL
and
MR. FREDERICK H. WARNER
will address the Corporation

The subject of Mr. Campbell's address will be "The Commercial Northwest—What the Minneapolis Chamber of Commerce has done for that City."

That of Mr. Warner's, "Problems in Canal Navigation."

Mr. Warner has made a study of Canal Navigation, both in this country and Europe, and much information of direct interest will be given.

An invitation is extended to everybody interested.

At the conclusion of the address luncheon will be served by Teall.

JOHN M. IVES,
Secretary.

Rochester, N. Y., April 9, 1902.

April 7th. 1902.

ROCHESTER DEMOCRAT

CONTROVERSY IS NOT SETTLED

ONE UNION FAILS TO RATIFY PROPOSED CONTRACT.

PEDDLERS ARE HOLDING OFF

Germania Hall Meeting Doesn't Result in a Settlement of Trouble Between Brewers and Men—Another Conference To-day.

A joint meeting of the brewery workers' unions, consisting of the engineers' and firemen's union, No. 155, the inside workmen's union, No. 74, the bottlers' union, No. 170, and the peddlers' and teamsters' union, No. 166, was held at Germania hall yesterday afternoon, to consider the contracts entered into by representatives of these bodies with representatives of the brewers.

The contracts were the result of conferences last week, in which a committee of the Chamber of Commerce acted in an advisory capacity. The contracts were ratified by the engineers and firemen, the inside men and the bottlers. The peddlers and teamsters wished to consider the matter further, and will hold a meeting for that purpose this afternoon. Charles F. Bechtold, one of the committee which represented the brewery workers in the conferences, expressed the opinion last night that the peddlers, on further consideration, would ratify the contract.

It is understood that the peddlers desire to meet the Chamber of Commerce committee for further consultation, and a joint meeting will be held to-day.

While the text of the contracts agreed upon as the result of the conferences has not been given out, the terms in a general way are:

Engineers and firemen are to work in three shifts of eight hours each.

Brewery formen are not to be allowed to arbitrarily discharge men, but employees are to have a hearing by responsible officers of companies.

Inside men are to work nine hours a day; six days in each week.

Peddlers and teamsters are to be ready to begin work at 7 o'clock in the morning, working nine hours a day.

All of the clauses except the last have been ratified by the employees, and the teamsters will meet for final action to-day. It is understood that some of the teamsters are not satisfied with the hour of beginning work in the morning. They claim that beginning work at 7 o'clock means that they must be at the stables before 6 o'clock in the morning. It is to endeavor to adjust this feature that the conference is to be held this afternoon.

The special advisory committee of the Chamber of Commerce has prepared its report, which follows:

Executive Committee, Rochester Chamber of Commerce:

Gentlemen: Your special committee appointed to attend a conference between the employing brewers and the representatives of their employees, in which certain differences between them were to be discussed, and in the hope that the advice and counsel of such disinterested committee, representing the Chamber of Commerce, might contribute to something toward the harmonious and satisfactory adjustment of these differences, respectfully report that, as requested, they attended the first conference between the parties on Tuesday afternoon at 3 o'clock, at the Chamber of Commerce rooms.

The whole subject was discussed in good temper, and certain, apparently serious, differences between the parties were found, upon discussion and frank explanation, to be, to some extent at least, caused by misunderstanding rather than great divergence of opinion. The obstacles to understanding removed, it was found possible to refer the whole matter to a small sub-committee representing all the parties, and which worked over three of the contracts by paragraphs the same evening, concluding their work about midnight.

The second meeting of the full committee, held on Wednesday afternoon at 4 o'clock, resulted in practical agreement on the three contracts as reported by the sub-committee, and the reference of the fourth contract to a committee composed of five of the brewers, five of the employees, two members of your committee and a representative of the General Labor Council, with power to settle the details of this agreement.

This sub-committee held a meeting at 4 o'clock on Thursday afternoon, and after two hours of work the fourth contract was drawn up and accepted by both parties. As to this particular contract, it was expected that if the two parties should be unable to agree, the matter would be referred to arbitration; but after full and entirely amicable discussion of the points in issue, it was found that there was nothing left to arbitrate, it only remained that the acts of the several

BREWERS AND MEN FAR APART

PEDDLERS WON'T ACCEPT PROPOSED CONTRACT.

MEETING OF ALL WORKERS

To be Held This Week for Consideration of the Situation—Strike May be Result of Failure of Peddlers to Sign Agreement.

The failure of the peddlers' union to ratify the contract agreed to by the representatives of the brewery workers, the brewers and the committee from the Chamber of Commerce appointed to work for a settlement of the differences between the brewers and their employees, has resulted in widening the breach, and an amicable agreement is further off now than at any time since the new contract was brought in. All the proposed contracts, with the exception of that of the peddlers, were ratified Sunday afternoon by the brewery workers at their meeting at Germania hall.

At the meeting Sunday the peddlers announced that they would like to meet the Chamber of Commerce committee again. Another conference was held yesterday afternoon at the Chamber of Commerce rooms. There were present, James G. Cutler, of the Chamber of Commerce committee, one of the brewers and several representatives of the peddlers. The brewers held a session by themselves lasting an hour or so, and at the same time the employees were in another room holding a meeting.

Then a delegation of the brewers and Mr. Cutler waited upon the employees. The men demanded that last year's contract be continued, and to this the brewers would not agree. The brewers state that they will not concede what the peddlers demand. The failure to ratify the peddlers' contract has thrown all the others out, and an agreement is as far off as ever.

The outcome is a big disappointment to the brewers and the men are not a little chagrined that the trouble is not at an end. Mr. Cutler acted yesterday not as a member of the Chamber of Commerce committee, but because he had been requested to by the men.

Conditions are very much more serious that the public realizes, if the statements of the brewers are accepted. It is said that they are not making any money, that one of the biggest of the breweries is losing money and that they simply cannot accept the terms of the men. One of their representatives said last night that they had already conceded more than they could well afford and that rather than go further they would close down.

The proposed contract was drafted with the Bartholomay, American, Miller, Monroe, Hathaway & Gordon, Enright, Burton and Standard companies as parties in the first part and Local Union No. 156 as parties in the second part. It reads as follows:

Article 1. Members of Local Union No. 156, of the National Union of United Brewery Workers of the United States, only shall be employed to work in the brewery plants or transportation department in the breweries above named, provided satisfactory men can be obtained.

Article 2. Members of Local Union No. 156 shall not be discharged by the brew master or the barn boss without good reason and not finally discharged until a representative of the union shall have time to investigate. The employee shall be entitled to a hearing before the manager of the brewery if he so desires. The decision of such manager shall be final.

Article 3. No workman shall be employed upon the recommendation of a saloonkeeper.

Article 4. In case of sickness every man shall be entitled to his former position upon recovery, provided his illness does not last longer than six months.

Article 5. Peddlers, helpers, teamsters and expressmen must have their teams ready to start from the brewery at 7 A. M., and work teams until 5 P. M. One hour intermission for dinner. Peddlers, helpers, teamsters and expressmen must at all times finish the work assigned, and no overtime will be allowed.

Article 6. Six days shall constitute a week's work. Peddlers, helpers, teamsters and express men shall at six times keep the horses, harness and wagons in proper condition. During the months of December, January, February and March all hands to lay off one day each week, that day to be designated by the parties of the first part. No wages to be paid for that day. Should any work be required that day the men employed in the brewery shall be called upon alternately to do this work at the regular wage rates. The wages shall be paid weekly.

Article 7. The following wages shall be paid: To peddlers, not less than $16 per week; helpers and freight teamsters, not less than $13 per week; expressmen, to receive $13 per week; bottled beer peddlers, to receive $14 per week.

This agreement to take effect May 1, 1902, and remain in force and effect until the first day of April, 1903.

In case either of the parties herein shall desire a continuation of this agreement for another term after its expiration and desire a change in the terms thereof for such period, they shall serve upon the other party a written notice specifying such proposed change at least two weeks before the expiration of this agreement.

After the meeting of the brewers at the Chamber of Commerce, yesterday, the following was given out:

"On motion duly made and seconded, it was resolved that on and after May 1, 1902, no beer or ale shall be delivered from any of the breweries in the city of Rochester by any member of the Rochester Brewers' Association, after 5 o'clock P. M., unless in a case of great emergency. It is further resolved that the present wages of members of Local Union No. 156 shall not be reduced between May 1, 1902, and April 1, 1904."

Yesterday afternoon the brewers urged that the contracts had all been agreed to by the committees at the conference and that they would stand by those contracts. The peddlers, however, insisted on being paid for overtime. The brewers refused to grant the request, for the reason, they said, that the peddlers when out on wagons might spend so much time in saloons that they would not finish their work in the nine hours. They would remove this temptation, they said, by not paying for overtime. The peddlers' committee withdrew and the conference was ended.

The following statement was given out last night by one authorized to speak for the brewers:

"The brewers have dealt fairly with the workmen and have made concessions as far as possible. But it is ended here. The workmen have not dealt fair with the brewers. By unreasonable demands they would put the brewers of the city of Rochester in a handicapped position, where they would be entirely unable to meet the brewers of Buffalo and other competitors in competition for trade. In Buffalo they signed a contract giving unlimited right to hire and discharge, for more working hours and less pay, and with no restrictions as to lay-offs of workmen in dull seasons. The city of Buffalo has many natural advantages in trade.

"As to the matter of water, Buffalo brewers have the decided advantage. They pay 2 cents per 100 gallons, while here the price is 7 cents a 100 gallons. A comparison of two breweries' plants shows that the Iroquois of Buffalo puts out in the neighborhood of 45,000 barrels of beer annually. Its water bill for last year was $270. The Standard brewery of Rochester puts out about the same amount of beer annually. Its water bill was $1,874. The item of cooperage is very large. During the open season cheap transportation down the lakes enable the Buffalo cooper to get material at a much less figure than here. The horse market in Buffalo is a very great item. Brewers go from here to buy their horses. During the open season barley for malt is shipped down the lakes into Buffalo.

"The restrictions during the past years have driven out of Rochester every malt house until now practically no malt is made in Rochester. Buffalo has twenty-three malt houses and the business there is growing, while it has been entirely wiped out here. What natural advantages Buffalo has in these regards and the overreaching demands as compared with this city, is responsible for that change in the enterprise.

"The great Bartholomay plant ran at a loss of $20,000 last year and has not paid a dividend on its stock in years. The closing of the malt houses and these large brewery interests has left a number of brewery workers out of employment and many are carried on as employees that can be dispensed with. For these men to insist that no person shall be discharged or laid off simply means to add them as pensioners to the breweries by force of labor organizations."

Last night Charles F. Bechtold, one of the committee of the employees and a former national secretary of the association of brewery workers, was found at Germania hall. He assured a reporter that he was unable to say what would be the outcome of the trouble. A meeting would be held this week, he said, [illegible]

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Historic Scrapbooks Collection

...Workers Union." He believed that the employers had conceded about all they would or ought to be expected to concede, but could not say what action the men would take when they met. He stated that they would not take kindly to such treatment as had been accorded them in the afternoon at the Chamber of Commerce meeting. He said the present contract would not expire until May 1st and there was no need of haste.

Should there be a strike about 5,000 men would go out, and all the breweries would be affected.

BREACH OPENED AGAIN

Oct 1 — Apr 8/1902

BREWERS AND EMPLOYEES APPARENTLY AS FAR APART AS EVER.

What Each Side Demands—Statement by Secretary Ives of Chamber of Commerce—Further Work by Committee Depends on Mutual Request.

It seems probable that the refusal of the Peddlers' union to ratify the contract submitted to it by the committees which have in hand the adjustment of the brewery labor difficulties may again open the breach between the brewers and their employees, and possibly bring on a strike. Representatives of both the peddlers and the brewers held separate conferences at the Chamber of Commerce rooms yesterday afternoon in which James G. Cutler, upon request of both sides, acted as mediator. Absolutely nothing of a pacific nature resulted. A delegation from the Peddlers' union, accompanied by Mr. Cutler, waited upon the brewers and demanded that last year's contract be continued. The brewers flatly refused to accede to the demand. They aver that they are not making any money, that the Bartholomay brewery is in fact losing $20,000 annually, that they have already conceded more than they can well afford, and that they will close down rather than concede anything more.

The contract submitted to the peddlers provides for a nine-hour day with no pay for overtime. The brewers allege that this clause is inserted in order to guard against the tendency of the men to spend too much time in saloons to the detriment of their work. The men demand pay for overtime.

Charles F. Bechtold, secretary of the local union of brewery workers, announced last night that a meeting of all the local unions would be held this week.

Secretary John M. Ives, of the Chamber of Commerce, said to-day:

"The situation with regard to the brewery matter is this:

"Four contracts were to be made between the employing brewers and their men. The employing brewers, under the influence of the Chamber of Commerce committee, gave up and set aside the contracts which they had prepared, and which their committee had been instructed to insist upon as a finality, and the employees gave up and set aside the contracts which they had drafted and a new set of contracts was prepared and accepted by the representatives of the brewers and of the unions, and everybody supposed that the ratification of the work of their representatives was a mere matter of form on the part of the organizations.

"The employers having taken the position that they would accept the four compromise contracts as drafted, but that they would not make any further concessions of any kind, no meeting of the Chamber of Commerce committee was called for yesterday, and the brewers declined to meet the committee of the employees, standing upon their proposition that they had made all the concessions they were willing to make, and there was nothing to discuss.

"The Chamber of Commerce committee will not meet again, unless requested to do so by both parties of the controversy, because, having no power to settle anything, it is obvious that they can only be of service when both parties are willing to negotiate. The employers refuse to negotiate further, and that, of course, ends the usefulness of the Chamber of Commerce committee."

CHAMBER OF COMMERCE MEETING.

Oct 16 — Apr 8/02

Postponed Until Thursday Night—Two Addresses Prepared.

Owing to the absence from the city of President Brewster, the regular monthly meeting of the Chamber of Commerce has been postponed until Thursday night. William H. Campbell will speak on "The Commercial Northwest and What the Chamber of Commerce has Done for Minneapolis." Frederick W. Warner will speak on "Problems of Canal Navigation." Mr. Warner has made a study of this question during his trips abroad. He will introduce some radical propositions, among others the possibility of reducing freight rates to one-twentieth of the tariff now exacted. He also believes that mule power on the canal must be done away with.

Luncheon will be served after the meeting.

PRICE PAID UNDER M'CLINTOCK'S CONTROL VALUED AT $26,600,000

Commissioner of Public Works Files Inventory of His Department With the Mayor—Water Works Alone Estimated to Be Worth $15,000,000.

The Times Apr 8/02

Speaking of the inventory which follows below, Mayor Rodenbeck said:

"The inventory is not quite as full as I desire. When Commissioner McClintock returns to the city I will ask him to supplement the excellent statement which he has furnished me with a further estimate of the property belonging to the city under the control of his department. When these inventories shall have been received they will be submitted to and considered by a conference of the officers of the city. The preparation of the inventories is, I think, a proper subject for such a conference."

Responding to Mayor Rodenbeck's request of last week that the heads of the different city departments furnish him with an inventory of city property under their control, Commissioner McClintock this morning submitted the following, covering his own and the City Engineer's office:

"In response to your instructions of the 1st inst., I beg leave to make the following statement of the value of city property under the control of this department:

Water Works.

"The only basis for estimating the value of such property in modern financial operations is the present and prospective earning capacity. In order to do this for the water works it is necessary to put a fair market value upon that portion of the service for which at present no charge is made. For instance, the fire protection and water used for other public purposes. There are nearly 3,000 hydrants in use for fire protection; 2,600 of them on the Hemlock system, and at ordinary rates charged by private companies are worth to the city $50 each per annum, or a little more than one-half as much as an electric arc light, amounting to $130,000. Three hundred are on the Holly system, and have a fire pressure more than twice as high as those on the Hemlock, and are worth fully $100 each, making a total of $30,000.

"The water supplied for sprinkling streets and flushing sewers is fairly worth $50,000; the water supplied to school houses, fire houses, police station, public baths, City Hall, canal bridges, parks, etc., is worth at least $25,000, and the net receipts from water rents, leaving out the frontage tax, is $302,000. These various items form an aggregate of $512,000, which is 3 1-2 per cent on nearly $15,000,000. In 20 years from now the net annual income figured on the same basis will be increased to about $1,000,000. Judging from the rate of development of the past it would be over 6 1-2 per cent on a valuation of $15,000,000.

"This increased business could be done with a comparatively small increase of operating expenses and an expenditure of not to exceed $2,000,000 for new reservoirs, mains, etc.

"Rochester is in a most flourishing condition. Its continued prosperity is as well assured as is that of this grand State and this most prosperous of nations. On the showing which can be made there can be no doubt but that Rochester could sell its waterworks for $15,000,000, and the company would agree to gradually decrease the price for water and to maintain its present unsurpassed purity.

"Few large cities are so advantageously situated as Rochester. Its foundation is rock and there is no appreciable expense necessary for even grading.

Bridges.

"There are nine bridges across the Genesee River, and many other bridges over the race-ways, railroads and canal, which have cost about $1,000,000. Of these bridges three may be considered permanent, being the stone bridges at Court, Main and Andrews Streets. The Main Street bridge is hardly known to the present generation; having been built 50 years or more, it has hardly had any attention. This bridge makes available and gives a value to the store properties on both sides assessed on a valuation of over $750,000, which pays into the treasury from $8,000 to $10,000 a year in taxes.

"If these bridges were toll bridges it would be more readily seen that they are of immense value to the community. Until within a few years there were toll gates on every highway going out of Rochester, and toll bridges are not uncommon even in large cities. One has to pay toll to go across the Hudson River at Albany. Considering a toll charge at these three bridges the most inconsiderable amount, say five cents per capita per year, and the income would be $25,000, or 5 per cent on $500,000; so that it is a low estimate to put upon the value of the existing bridges, $1,000,000.

Sewers.

"After a perfect system of sewers is constructed and in operation the public is apt to accept it as a natural feature, but this is an error, because some cities have no complete system and in others the sewers are owned by a private corporation which charges for their use.

"With the local defects which will always show in a growing community, we still have an unusually complete and healthy system of sewers. It has cost fully $5,000,000 for the sewers and their connections with buildings. It is safe to say that the value of the drainage and disposal of the sewage and waste from the city is worth at least $5 per building per year, and as there are about 35,000 buildings, these at $5 per year would yield $175,000, and this would be 3 1-2 per cent on $5,000,000; and on this assessment we could safely put the value of our sewerage system at $5,000,000. There are 230 miles of main sewers in the city.

Street Improvements.

"The street improvements, including pavements and sidewalks, have cost, since 1876, fully $7,000,000. In my judgment they can be considered today worth at least $5,000,000, as at this time the streets of Rochester will compare favorably with those of any city. There are 130 miles of improved streets.

"That the pavements have a distinct and appreciable value is brought to the attention of taxpayers whenever that the reason why most of the roads had toll gates was for the purpose of making the people who used the roads pay for the cost of building and maintaining them, and is shown by the practice of many of the European cities in charging a tax called 'Octroy' upon all wheeled vehicles coming into the city. It is a practice of quite recent date for the communities to maintain roads and bridges free of expense to those who may want to use them.

City Buildings.

"The following four buildings are the only ones under the control of this department, outside of the buildings in connection with the waterworks: City Hall, Front Street Building, Police Building and Bath House.

"The assessed valuation of these four buildings amounts to $460,000, and as this is about 50 per cent of their true valuation, they may be considered to be worth $900,000. When considered from their earning capacity, supposing each department charged rent, they would be worth considerably more than that amount.

"On the above basis a summary of the value of the property of the city under the control of this department may be made as follows:

Waterworks, $15,000,000; bridges, $1,000,000; sewers, $5,000,000; street improvements, $5,000,000; four city buildings, $900,000; total, $26,600,000."

May Come to Rochester.

Two requests for particulars regarding Rochester, including descriptions of possible sites for new plants, were recently received by Secretary Ives, of the Chamber of Commerce. Both concerns are established and Mr. Ives has hope of landing one of them, at least, for this city. They are woodworking companies.

TO TALK ABOUT CANALS.

Apr 8/02

Frederick H. Warner to Speak at Chamber of Commerce Meeting To-Night.

What is expected to be an interesting and instructive address is to be delivered at the monthly meeting of the Chamber of Commerce, to be held to-night, by Frederick H. Warner, a former vice-president of the chamber. His subject is "Problems in Canal Navigation." Mr. Warner has been an extensive traveler in foreign lands and has made the subject of transportation a special study.

He will have something to tell of devices for propelling canal boats employed in the old country and will explain a system that he desires to see adopted on the canals of this state, by which freight rates can be reduced to one-twentieth of the present cost.

He will give facts in regard to freights and transportation in European countries, and will make his address enjoyable from a literary point of view and especially valuable from a commercial standpoint. All who are interested in the canals and the transportation of passengers and freight are invited to attend.

William H. Campbell will have something to say about "The Commercial Northwest."

Luncheon will be served by Teall.

Apr 11, 1902.

CANAL SHIPPING OF THE FUTURE

HOW WATERWAYS PROBLEMS MAY BE SETTLED

SPEED PRINCIPAL FACTOR

Frederick H. Warner Talks to Chamber of Commerce on Canal Navigation—Address by William H. Campbell—Engineers' Ordinance.

The April meeting of the Chamber of Commerce, held last night, proved one of the best from every standpoint that the chamber has recently held. In spite of the bad weather there was a large attendance. Two excellent addresses were heard, after which luncheon and a social time were enjoyed. The most important business to come before the meeting was the passing of a resolution in regard to the proposed ordinance relating to stationary engineers, and the appointment of a committee to represent the Chamber of Commerce in the matter.

The ordinance question came up at the close of the addresses. Max Lowenthal, as a manufacturer and a director of the Mechanics Institute, was called upon to explain to the chamber the significance of the ordinance, and he did so, introducing the following resolution, which was subsequently passed:

Whereas, The law committee of the common council is considering an ordinance regulating the employment of stationary engineers, therefore be it

Resolved, That the Chamber of Commerce thoroughly approves all measures tending to safeguard the lives and property of our citizens, and consequently so far as the provisions of this ordinance have that purpose they meet with its indorsement. On the other hand, regulations, the necessity, justification or legality of which are open to decided question, and the enforcement of which would prove vexatious or work hardship, cannot be so indorsed, but should be changed, or eliminated from the ordinance.

The provisions in the ordinance, as originally drafted, which we regard as objectionable, are the following:

Forbidding the employment as engineer of anyone who has not served three years under a licensed engineer in the city of Rochester.

The placing of graduates of technical schools on the same footing as totally inexperienced persons when applying for work.

In regulating of the distance in feet and of time by minutes that an engineer may be away from the plant in his charge.

The exclusion of all but actual working engineers from the examining board.

Furthermore, in order to avoid disputes as to interpretation, possibly leading to law suits, we recommend the elimination of all ambiguous phrases and the substitution therefor of clearly defined provisions. Reference is here particularly had to the term "special steam plant," in section D, paragraph No. 7, to "separate steam plant" in section 10, and to the want of precision in defining the rights of the holders of permits. There also appears to be a discrepancy between section 5, granting permits, and section 8, forbidding employment of any but licensed engineers.

We do not think that the above recited objectionable features are not incorporated in the ordinance and that its provisions may be harmonized, the committee on law and legislation of this chamber is instructed to tender its legal and technical advice, to attend the hearings of the law committee of the common council and the sessions of the council, and use its efforts for the enactment of an ordinance having due regard for the rights of employer, employed and the community at large.

It seems that all of the points which are objected to in the resolution have been conceded by the engineers save the one referring to the make-up of the examining board, and the passing of the resolution may be taken to mean that the Chamber of Commerce is in favor of permitting the appointment of any qualified person to the board, regardless of whether he is a working engineer or not.

"I think that it is not fair that one class should make and enforce the laws, while we pay the penalty if we violate them," said Mr. Lowenthal. "A most skillful technical engineer would not be eligible to the examining board if this is allowed to pass. It is an absurdity."

The resolution was passed and the following committee was appointed by President Brewster: Max Lowenthal, E. A. Sibley, George H. Smith, W. P. Davis and W. A. Wilson.

Canal Navigation.

"Problems in Canal Navigation" and "The Commercial Northwest" were the titles of the two addresses. Frederick H. Warner and William H. Campbell were the speakers. Mr. Warner has devoted considerable time to the study of problems of canal navigation. He said:

"The question of improving the canals of the state must soon come up as an issue and will in the near future be submitted to the voters for their decision.

"The governor has recommended some immediate action, and the legislature has struggled in vain over the problem. The voters should be thoroughly informed upon the subject so that when the question comes to a final vote, they may make an intelligent decision and one that is for the best interests of the state. We should welcome any discussion that will add to our stock of information as to the real needs of the state in this matter.

"One of my earliest recollections is that of taking a trip on a canal packet. The boat was gorgeous in white paint and gold stripes and the cabin accommodations were as sumptuous as a modern barber shop. The boat was drawn by three spirited horses which trotted along at a speed of six or eight miles an hour.

"I recall also my first experience in railroad travel. The small box cars open at the sides were drawn by two stout horses. The seats were hard and uncomfortable. Frequent stops were made to hold down the ends of the strap rails to let the wheels [illegible] the bottom of the car, to the great discomfort of the passengers.

"The evolution of the railroad has given us the fast freights and the Empire State express. A modern railroad train is equipped with every appliance and device which human skill and ingenuity can suggest for the safety and speed of the train and the comfort and convenience of the passengers. It is a miracle of mechanism.

Why Not Progress in Both?

"We can reasonably expect as great advances in the navigation of the canals, but we find what? Absolutely nothing. The packet has disappeared, but the old mules, galled and jaded, still plod along the towpath with the rusty old boats. We have a twentieth century canal with sixteenth century navigation. It is a strange and humiliating fact that all improvement and mechanical devices have been denied a place in canal navigation. There is no field that offers greater inducements or more promising prospects for the investment of engineering skill, brain and capital, than the navigation of the canals of this state.

"What we really need is, not a new canal, but an intelligent method of navigating the canals as they exist. You see a canal boat pass on its way through our city. It is a rusty old hulk drawn by two jaded mules. Do you realize that perhaps the boat carries 250 tons of freight to the seaboard, and that the single team of mules supplies the only power? Should we place the cargo on railroad cars it would load fifteen cars. If the cargo should consist of lumber, it would fill several more. Now, should we hitch the team to this train they could not stir it? It would probably take fifteen teams to draw the train at a speed of three miles an hour.

"Roughly speaking, a team of horses will draw one ton on a highway, fifteen tons on a track and from two to three hundred tons on the canal. Beside the power required to haul the load we must consider the wear and tear of the rolling stock, rails and road bed, the loss by collisions and accidents and the constant lubrication necessary. Each one of the cars costs almost as much as a canal boat and the boat will last five times as long. On the canal the elements of wear and tear and accidents are practically eliminated. The cargo rests upon the water and glides smoothly along upon nature's best lubricant without friction, without collisions and without a hot box or a broken rail. The cost of transportation on canals can be made so cheap, that when the subject is understood we shall see canals built to run parallel with almost every trunk line of railroad in the country, for the purpose of carrying the cheap and bulky freights.

Combination of Land and Wafer.

"The true reason why freight can be handled with so much economy of power on canals is the peculiar combination of land and water. The heavy cargo rests upon still water while the power is applied on land with the purchase or grip on terra firma. The animals at first get up a certain momentum and then walk along without any great exertion. If the power is applied upon the liquid and unstable water much greater power is required. If the driver should try to drive the animals in swim with their load no progress would be made.

"Everyone has noticed that sculling or paddling a boat is a slow progress, but with a pole pushing the bottom a boat will shoot rapidly ahead. Generated power has superseded animal power in almost every department of transportation. The horse has been relegated to the plow and the towpath, and now he must leave the towpath.

"At this point I will give you my ideal of the canal navigation of the future. A motor boat, managed by two motormen, having a positive action on terra firma, will draw a train of from eight to twelve boats. The boats will be so arranged as to present an unbroken water line. They can be guided around any curve in the canal. By a system of wing breaks operated by the motorman, the train is kept under perfect control and can be stopped within a boat's length.

"The train will have a speed of eight miles an hour. The locks will be lengthened to pass four or six boats instead of two. The boats will be steel shells, without boarding house and cabin accommodations as now—adapted to the cargo. The power required will be so small and will be so readily furnished that it will be but an insignificant item in the cost of transportation.

"This is an ideal system, but is no dream, and my object in this address is to show you how all this can be accomplished. I want to say first that in the application of power, every pound of energy must be applied directly to the towing of the cargo and not to any intermediate process or contrivance. Any system like the Belgium process of towing, which manipulates or moves a chain or cable, will be a flat failure.

Four Ways to Apply Power.

"We must now consider how the power can be applied with the greatest economy. We are limited to four positions in which the application of power can be made. First, to the tow-path; second, to the berm bank; third, to the bottom of the canal, and, fourth, to an overhead cable or rail. The most simple and natural method would be to tow the boats by means of a narrow and heavy motor. The tracks, which should be of very narrow gauge, could be placed one on the tow paths for boats going east and one on the berm bank for the boats going west. The motor could be arranged to automatically pick up and pass a tow line. These motors would not require trolley wires, as there are other systems in use for supplying the electric current which are more simple and effective.

"The objection to this and all systems of towing from the tow path is that there is power lost in the pulling of the boats toward the tow path, which has to be overcome by the action of the rudder. From an extended study of the subject I think that the most practical and at the same time the most economical application of the power can be made direct to the boat

...tion of the canal. I ... accomplishing this result, two ... of which would be feasible and practicable.

"During a residence of something over a year in Lyons, France, I became quite interested in the method of navigation employed on the river Rhone. The river between Lyons and Avignon has a current of nine miles an hour. The boats in starting out in the morning with a slow action of the paddle wheels would shoot down the river with a speed of twelve or fifteen miles an hour. There was nothing surprising in this, but when the boats came up with the same slow action of the paddle wheels they made the same rapid speed. As I could not account for this I went on board one night to solve the mystery.

"I found a long projecting boom, hinged or joined to the bow, so that it could be raised or lowered at will. On the outer end of this boom was a wheel about thirty inches in diameter. The spokes projected four inches forming spurs on the rim of the wheel. This wheel was turned by two sprocket chains. When lowered to the bottom the wheel rests upon the hard bottoms and revolving would tow the boat up the stream with the greatest ease. Here is a suggestion valuable for canal towing. If the bottom of the canal could be grouted, or even graveled, the French system could be used.

Mr. Warner's Own Plan.

"A plan of my own would be to have a cog-wheel upon the boom, protected by flanges, and a geared track in the bottom of the canal. The wheel operated upon the track would give a positive motion. The boom would have a lateral as well as a perpendicular motion, so that it could readily find the track.

"Another plan of navigation was devised by a Mr. Cooke, of Nashville, Tenn. Two two-rail wooden tracks are laid in the bottom of the canal. The rails are of heavy oak, say four inches by six inches, and securely tied and anchored. The motor boat is of iron and provided with water tanks to give any desired weight upon the rails. Four large wooden driving wheels with broad flanges are located two on each side of the motor, resting on the wooden rails. Any desired weight can be placed upon the rails, and the peculiar properties of the wood under water gives an adhesion and friction which will pull the heaviest load. The plan was pronounced quite practicable by eminent engineers.

"It would not be at all impracticable to draw a boat either by a cable or by means of a geared rail, suspended above the canal. It would take too much of your time to give the details of this plan, but there would be comparatively few obstacles to a perfect system of traction by this method.

"Another and all important problem involved is in the matter of displacement. The boat must in its progress push out of its way a volume of water equal in bulk to the size of the boat to the load line or draught. In ocean navigation there is ample room to push the water aside but in the canal the water pushed to one side presses back against the boat. A canal boat in its progress pushes the water ahead of it so that the pressure is felt for more than a mile. A great deal of power is required to get up the momentum of a boat and the greatest resistance is found in pushing the water and making the displacement.

Experiment in Displacement.

"This matter of displacement will require some explanation and it is only in recent years that it has been understood as a factor in navigation. Place a log sixty feet long in the canal, attach a string to it and you can tow it along with little effort after you have once overcome the inertia. Now cut the logs into six logs of ten feet each and join them by ropes a few feet apart. You would now find it hard to pull; in fact you would think it anchored to the bottom. In the first case you have one displacement to make, in the other case you have six, to overcome. As a matter of fact it takes nearly five times the power to move the logs separately that it would to move them with an unbroken water line.

"Some years ago there were many steamers cut in two and lengthened simply to secure greater tonnage to a single displacement. Tests were made on a steamer of 1,200 tons. The boiler and engine were removed and the steamer was lengthened to 1,700 tons. On replacing the power she was found to make just as good speed with an additional tonnage.

"In the improved canal navigation the boats will be placed in a train of from six to twelve boats. The bow of each boat will be convex upon a given radius and the stern will be concave on the same radius. By this means the boats may be fitted together so as to make a jointed train which can be easily steered around any curve or angle of the canal and will at the same time present an unbroken water line. Boats arranged in this way can be towed with probably one-fourth the power that would be required to move them separately, depending on the length of the train.

"The question of what power shall be used in canal navigation is naturally the next which comes up for discussion. The cheapest power that can be used is the current of a stream. It is an easy matter to float the boats down with the current, the difficulty is in getting the boats back.

Current That Flows Both Ways.

"If there was a current which would float through from Lake Erie to the Hudson and another current which would float them back again, it would furnish an ideal system of transportation, and this is what we have right at command. It is a current of water, but it has to be converted into a current of electricity, and this is very easily done. The state has dammed the rivers, conducted the water into the feeders, and through them, into the canal. The supply of water is almost unlimited, and there are elevated positions in abundance where the fall of water can be utilized to generate electric power which shall be more than sufficient to afford power for all the requirements of the canal. It is doubtless true that the traffic of the canal

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...still there would be power sufficient for all purposes.

"In other words, the canal can readily be made to supply its own power and the current of electricity will be more useful than a current of water because it can be used in any direction at pleasure. No animals or steam engine could compete with the power furnished by the canal itself, and the cost of power would be so small that it would not be a serious item in the cost of transportation. It is an open secret that mills and factories all along the line of the canal are taking the water of the canal surreptitiously for the purpose of supplying power. If it is available for other purposes why should not the power be used for towing boats on the canals?

No Barge Canal Needed.

"Freight can be handled better and be carried more economically in small boats than in large ones. It is a mere question of loading in length rather than in depth. We need no thousand-ton barge canal to cost the state a hundred and fifty millions, and which we do not know how to operate when it is done; but we do need an intelligent system of navigating our canals which shall be abreast of the improvements and advances of the present century.

"If money is to be expended it should be used in lengthening the locks and not in deepening the canal. Concluding, I will venture the statement that it is possible for a private company to operate the canal on the lines suggested at one-tenth of the present current rates and make a profit of from 1 to 100 per cent. The state of New York should expend no more money in deepening her canals which she does not know how to operate, nor should she stand with a two-edged sword, crying to capital, progress and inventive skill, 'Hands off!'"

A Thriving Chamber of Commerce.

Mr. Campbell gave a glowing picture of that part of the great Northwest of which St. Paul and Minneapolis are the center. He said, in part:

"The Minneapolis chamber was chartered in the year 1881 and now ranks with the leading commercial institutions of the world. As the representative of the largest primary wheat market, it holds an unique position among similar bodies. In 1884 was completed for their own use a building at a cost of $240,000, but in 1900 a new and larger structure was found indispensable. The new building is ten stories in height, and has an area of 132 by 157 feet. With the exception of the board room, 75 by 139 feet in size, the entire building is utilized for offices, and it houses the largest grain and flour business carried on at any one point in the world.

"The membership is limited to 550, and new members are taken only on transfer of certificate. An enormous business is transacted annually on the floor of the chamber. Not only is the entire grain business of the city handled there, but a large amount of the dealings in futures which formerly went to Chicago now goes to the Minneapolis brokers. The present head of the chamber is John Washburn, the 'flour king.'

"With the rapid development of her tributary country, the commerce of Minneapolis has made remarkable advances. The city is the natural market for the products of three states. Eleven great railroad systems center there. The Mississippi river brings to the city millions of feet of pine logs annually from the forests of the North. The Great Lakes, too, are important factors in the growth and development. The low rates of the water line serve to prevent excessive charges on the rail routes from the East. The opening of the 'Soo' route which forms, in connection with the Canadian Pacific railway, a short line to tidewater at Montreal, and a direct route to Portland and Boston, was also a distinct advantage to the city. Its efficiency as a safety valve in railroad problems, always complicated by the jealous influence of Chicago, is obvious.

City's Commercial Activity.

"Some idea of the commercial industry of the city may be gathered from the fact that during the year just closed, Minneapolis handled 100,000,000 bushels of wheat, 17,000,000 barrels of flour, 500,000,000 feet of lumber and 125,000,000 pounds of fruit.

"The city is fast becoming recognized for its hospitality in entertaining large conventions and annual convocations. Ten years ago, through the efforts of the Chamber of Commerce, an immense convention hall was built, at a cost of $325,000. The auditorium will seat comfortably 7,500 persons, and has in addition cozy and inviting assembly and committee rooms. It covers an entire block, 300 feet on either side, with a tower 240 feet in height. The city has forty-five first-class hotels and over fifty apartment hotels in which, during conventions, many transients are housed.

"Financially, Minneapolis is on a sound and economic basis. The charter prohibits any floating indebtedness, and the bonded debt can only be increased by a four-sevenths vote of the people, and may never exceed 10 per cent of the assessed valuation. Another important provision is that of the sinking fund, created by an authorized tax of one mill annually, which amply provides for the payment of all bonds as they come due. The assessed valuation is a trifle more than $100,000,000, and the bonded debt a little less than $8,000,000.

"St. Anthony falls and their 40,000 utilized horse power force, were the potent influence which led to the building of Minneapolis. The available perpendicular fall of the water is about sixty-eight feet. The government contributed almost $1,000,000 towards the preservation of the falls and power in 1879. The power is utilized by means of canals on the east and west sides which convey the water to the various mills. An additional dam below the falls, 1,000 feet in width, was built a few years ago. A power house 200 feet long contains ten 1,000 horse-power units which furnish power to supply the street railway system of the city as well as many industries lying close at hand.

Prosperous Commercial Club.

"Allied to the Chamber of Commerce [illegible] with it is the Commercial Club of Minneapolis, an organization of business and professional men having as its object the social and literary culture of its members, and the promotion of the welfare of the city. The first of these purposes is attained through the maintenance of well appointed club rooms, and all the concomitants of a first-class club. And it is believed that the second purpose—the promotion of the welfare of the city—is being best realized through the success of the first. In other words, that a strong club of active, loyal men who know each other well and can work together for any purpose is one of the best possible factors in the prosperity of any city. The organization has a directorate of twenty, a large committee on public affairs and a membership of over one thousand.

"Nature has supplied Minneapolis with all the requisites for a remarkably fine park system. All this has been accomplished by way of improvement has simply been along the line of wise adaptation of the natural advantages lying ready to the hand. Stated briefly, the park system embraces a general plan of medium-sized neighborhood parks, with an elaborate system of parkways and boulevards, skirting thirteen lakes as well as the gorge of the Mississippi. Building on these natural gifts, and supported by public opinion and commercial energy, the park commissioners have accumulated for the public properties valued at more than five million dollars, and amounting to one acre to each 150 of the city's population, or 1,350 acres of park area and twenty-four miles of park driveways.

Fine Music in the Parks.

"No small factor in the success of the parks during the summer is the music furnished by the city. Some of the most famous organizations in the country are engaged during the heated term. Last season, the noted Banda Rossa was employed at a weekly expenditure of over $1,000, and for this year the Royal Italian Band has been secured at an even greater figure. Little wonder that Minneapolis is enthusiastic over her parks and points to them with abundant pride.

"I have covered briefly a few of the points that are helping to develop in the Northwest a commercial cosmopolitan city. Woven into the mesh of its progress and success is plainly seen the strong thread of its Chamber of Commerce. The city lacks what Rochester has: close proximity to the markets of the world, manufacturing industries of world-wide repute, and the prestige and influence of the greatest state in the Union. And in the light of the Western city's newness, it is a happy thought that her people read through the gleam of the Rochester burner, tourists and settlers picture the falls of Minnehaha through the Rochester kodak, admire the scenery of the Mississippi through our lenses and glasses. They eat our preserves and wear our clothes and shoes, they plant our trees and shrubbery and button our buttons. Is it not safe then to presume that they gather much of their courage and hope for the future from the picture of Rochester that flashes upon their canvas so much of the products of the world that are worthy and good?".

CHAMBER OF COMMERCE.

On the evening of

Monday, April 14, 1902,
at 8 o'clock,
Rev. S. Banks Nelson, D. D.,

will deliver his instructive and entertaining lecture,

Ireland and the Irish,

to which yourself and family are cordially invited.

The lecture will be illustrated by seventy dissolving views shown by Mr. Geo. W. Wackerman.

It is requested that all attending be in their seats promptly at 8 o'clock.

Rochester, N. Y., April 11, 1902.

JOHN M. IVES,
Secretary.

PROBLEMS IN CANAL NAVIGATION

Frederick H. Warner Gives His Views Before the Chamber of Commerce--William H. Campbell Spoke on "The Commercial Northwest."

The regular monthly meeting of the Chamber of Commerce was held last night in the Chamber of Commerce building. Two interesting addresses were given and matters of moment discussed.

The subject of canal navigation was treated by Frederick H. Warner, who, briefly reviewed the history of the Erie Canal and made some valuable and practical suggestions for improving navigation. He found the solution of the problem of navigation in the motive force that was to be employed, and offered many of his own ideas for bringing about the desired end.

The other address was given by William H. Campbell on "The Commercial Northwest." He spoke of the advancement that this section of the country had made, and used as a striking example, the city of Minneapolis, where tremendous strides have been taken under the stimulus and the encouragement of the Chamber of Commerce of that city.

Mr. Campbell's Address.

Mr. Campbell spoke in part as follows:

"The eminent East, so full of brilliances of the past and promises for the future, must look to its laurels, for in the no distant day a greater West, already great, will confront it with commercial problems of its own; problems that will call for the severest efforts to meet the competition of new life and heavy growth; a country blessed with many virtues, buoyed by the successes of a short but interesting career.

"The undeveloped wilderness of the Northwest is fast receding from view. The dream of Pocahontas, who, by the falls of Minnehaha, saw the light of a new era, will soon have been realized. Talk to a western man and he will tell you that the hope is already fulfilled. He will wax enthusiastic over what has been done and plunge into a charming argument of what may be expected of the lands beyond the Mississippi.

"Time alone can mark on the shadow what may or may not be. Albeit the Northwest is to-day a living example of immense progress, fortified by the capital, the brains and the genius of men who think and study; who are broad in their views and unselfish in their aims; who see light ahead for all who cast their lot with them; who say to mankind: 'We have lands a-plenty, productive soil, well tilled farms, ambitious towns and bustling cities. Bring your energy to us and we will help you to a wider knowledge of happiness and wealth and prosperity.'

"If you take one of the magnificent club trains that steal out of Chicago every evening—trains, by the way, which would be a credit to the East—and ride for ten hours or more, you will open your eyes in the morning on a new land; unlike our East, because you see little to remember; miles and miles of fertile plain and forest, here and there studded by a cozy little farm house or an occasional settlement. And it has been this way the greater part of the journey. But soon out of the mist and haze of indifference the eye sees something new. The scenery gathers momentum and grandeur, and two big cities—Minneapolis and St. Paul—reveal themselves in all their splendor, like mighty pearls set in a labyrinth of green.

Remarkable Progress.

"The indomitable spirit, the never lacking energy of their people, stand as remarkable examples of what progress can make out of civilization. These two cities, born as they were, with the western fever for gold and greed, rocked in a cradle of many ups and downs, nurtured through many trials and tribulations, are pictures of health as we see them to-day. Ten years ago, spurred on by the successes of the past, great strides were made in their development. Minneapolis, the new city to the north, was outgrowing its twin across the river; but both of them forged on to greater numbers. Men of brains and money rushed thitherward to cast their lot with they who had borne the blunt of the battle. Great buildings rose as monuments of enterprise; the city was a sea of life. Then the curtain was drawn, and the world got another picture—that of the panic of 1893, when fortunes were swept away by the tide of adversity and calamity; the pearls of the Northwest were smoked and dim.

"Smarting under the lash of disaster, their people stood shoulder to shoulder, ready to wage a new fight. Out of the era of darkness came a new dawn; the Northwest lived again. The two cities forgot for the moment the rivalry that waged between them. With arms locked and hands clasped, they delved into the problems for their upbuilding and betterment. The panic served as a crisis of the disease; the mushroom fever was checked, and as the younger of the two, Minneapolis, recuperated it found itself still a healthy child.

"Ask any one of her citizens what was the power behind the throne, the strongest element of stability that brought it safely off the shoals, and they will tell you—the Chamber of Commerce. And, to prove their statement, they will point with pride to a massively beautiful building that towers toward the sky line and bears the symbol of their organization.

An Enterprising Organization.

"The Minneapolis Chamber of Commerce was chartered in the year 1881 and now ranks with the leading commercial organizations of the world. As the representative of the largest primary wheat market, it holds a unique position among similar bodies. In 1884 was completed for its own use a building at a cost of $240,000, but in 1900 a new and larger structure was found indispensable. The new building is ten stories in height and has an area of 132x157 feet. With the exception of the board room, 75x139 feet in size, the entire building is utilized for offices, and it houses the largest grain and flour business carried on at any one point in the world.

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Built on Sound Basis.

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Water and Gas.

"The city has $4,000,000 invested in its water works system, the water being pumped into reservoirs from the Mississippi, with a capacity for handling 30,000,000 gallons a day; there are 275 miles of water mains. The waters of the river, however, do not figure as a beverage. There are natural springs near the nucleus of the city from which thousands of families seek their supply. In addition, several concerns make a business of supplying families and hotels with this water, in jugs, at a rate of five cents for three gallons.

"Consumers of gas are supplied by one company, which controls the right for the city and maintains a price of $1.20 net per thousand feet. Most of the smaller homes there use the 'pre-payment' meter system; a mechanical arrangement which is attached to the regular meter. It operates on the same plan as the Chinese laundryman who says 'No checkee, no washee,' for you must drop 75 cents or more into a [illegible] will then work until that amount has been consumed. Through these meters, gas is sold at the net selling prices, and its patrons avoid the embarrassment of locking their doors against the 'Gas Bill Collector.' Anthracite coal is largely used for heating purposes, with soft coal for manufacturing, though a popular fuel for domestic purposes is the refuse from the saw mills, locally styled 'mill-wood' and which sells at 60c per load. Most of the industries using soft coal, are supplied with smoke consumers, so that the 'smoke nuisance' is not a serious problem in the city's cleanliness.

"The street railway system is one of the finest in the world, and is operated over 250 miles of trackage. In the central city, or business portion, it is so constructed as not to travel on the main business thoroughfare, simply crossing it at intervals and forming a loop that obviates much difficulty in transferring. All the electric and telephonic wires are carried in conduits beneath the surface, throughout all the streets, and the business street is without overhead signs or sidewalk obstructions.

"Allied to the Chamber of Commerce and in sympathy with it, is the Commercial Club of Minneapolis, an organization of business and professional men having as its object 'the social and literary culture of its members, and the promotion of the welfare of the city.' The first of these purposes is attained through the maintenance of well appointed club rooms, and all the concomitants of a first-class club. And it is believed that the second purpose—the promotion of the welfare of the city—is being best realized through the success of the first. In other words, that a strong club of active, loyal men, who know each other well and can work together for any purpose, is one of the best possible factors in the prosperity of the city. The organization has a directorate of twenty, a large committee on public affairs and a membership of over one thousand."

Mr. Warner on Canals.

The next speaker was Frederick H. Warner, who spoke on "Problems in Canal Navigation." Mr. Warner has given the subject a great deal of attention and he offered some very practical suggestions. In introducing the subject he called attention to the meager beginnings of both water and railway navigation, and then drew a comparison in the evolution of each. While the railroad has made a progress that is miraculous, he said, canal navigation has stood still, and to-day the operation of this important thoroughfare is a disgrace to the state. He gave a few reasons for the cheapness of canal navigation and developed its practical side. He spoke in part as follows:

"A motor boat, managed by two motormen, having a positive action on terra firma, will draw a train of from eight to twelve boats. The boats will be so arranged as to present an unbroken water line. They can be guided around any curve in the canal. By a system of wing breaks operated by the motormen, the train is kept under perfect control and can be stopped within a boat's length.

"The train will have a speed of eight miles an hour. The locks will be lengthened to pass four or six boats instead of two. The boats will be steel shells, without boarding house and stable accommodations as now—adapted to the cargo. The power required will be so small and will be so readily furnished that it will be but an insignificant item in the cost of transportation.

"This is an ideal system, but is no dream, and my object in this address is to show you how all this can be accomplished. I want to say first that in the application of power, every pound of energy must be applied directly to the towing of the cargo and not to any intermediate process or contrivance.

Economy in Power.

"Any system like the Belgium process of towing, which manipulates or moves a chain or cable, will be a flat failure.

"We must now consider how the power can be applied with the greatest economy. We are limited to four positions in which the application of power can be made. First, To the tow path; Second, To the berm bank; Third, To the bottom of the canal, and Fourth, To an overhead cable or rail. The most simple and natural method would be to tow the boats by means of narrow and heavy motor. The tracks, which should be of very narrow gauge could be placed one on the tow paths for boats going east and one on the berm bank for the boats going west. The motor could be arranged to automatically pick up and pass a tow line.

"These motors would not require trolley wires, as there are other systems in use for supplying the electric current which are more simple and effective.

"The objection to this and all systems of towing from the tow path is that there is power lost in the pulling of the boat toward the tow path, which has to be overcome by the action of the rudder. From an extended study of the subject I think that the most practical and at the same time the most economical application of the power can be made direct to the bottom of the canal. I will suggest plans for accomplishing this result, any one of which would be feasible and practicable.

A French Method.

"During a residence of something over a year in Lyons, France, I became quite interested in the method of navigation employed on the River Rhone. The river between Lyons and Avignon has a current of nine miles an hour. The boats in starting out in the morning with a slow action of the paddle wheels, would shoot down the river with a speed of twelve or fifteen miles an hour. There was nothing startling in this but when the boats

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came up with the same slow action of the paddle wheels they made the same rapid speed. As I could not account for this I went on board one night to solve the mystery.

"I found a long projecting boom, hinged or joined to the bow—so that it could be raised or lowered at will. On the outer end of this boom was a wheel about thirty inches in diameter. The spokes projected about four inches, forming spurs, on the rim of the wheel. This wheel was turned by two sprocket chains. When lowered to the bottom the wheel rests upon the hard bottom and, revolving, would tow the boat up the stream with the greatest ease. Here is a suggestion valuable for canal towing. If the bottom of the canal could be grouted, or even gravelled, the French system could be used.

"A plan of my own would be to have a cog wheel upon the boom, protected by flanges, and a geared track in the bottom of the canal. The wheel operated upon the track would give a positive motion. The boom will have a lateral as well as a perpendicular motion, so that it could readily find the track.

"Another plan of navigation was devised by a Mr. Cooke of Nashville, Tenn. Two two-rail wooden tracks laid in the bottom of the canal. The rails are of heavy oak, say four inches by six inches, and securely tied and anchored. The motor boat is of iron and provided with water tanks to give any desired weight upon the rails. Four large wooden driving wheels with broad flanges, are located two on each side of the motor, resting on the wooden rails. Any desired weight can be placed upon the rails, and the peculiar properties of the wood under water gives an adhesion and friction which will pull the heaviest load. The plan was pronounced quite practicable by eminent engineers.

"It would not be at all impracticable to draw a boat either by the cable or by means of a geared rail, suspended above the canal. It would take too much of your time to give the details of this plan, but there would be comparatively few obstacles to a perfect system of traction by this method.

"Another, and all important, problem involved is in the matter of displacement. The boat must in its progress push out of its way a volume of water equal in bulk to the size of the boat to the load line or draught.

"In ocean navigation there is ample room to push the water aside but in the canal the water pushed to one side presses back against the boat. A canal boat in its progress pushes the water ahead of it so that the pressure is felt for more than a mile. A great deal of power is required to get up the momentum of a boat and the greatest resistance is found in pushing the water and making the displacement.

The Matter of Displacement.

"This matter of displacement will require some explanation and it is only in recent years that it has been understood as a factor in navigation.

"Place a log sixty feet long in the canal, attach a string to it and you can tow it along with little effort after you have once overcome the inertia. Now cut the log into six logs of ten feet each and join them by ropes a few feet apart. You would now find it hard to pull; in fact, you would think it anchored to the bottom. In the first case you have one displacement to make; in the other case you have six to overcome. As a matter of fact it takes nearly five times the power to move the logs separately that it would to move them with an unbroken water line.

"Some years ago there were many steamers cut in two and lengthened simply to secure greater tonnage to a single displacement. Tests were made on a steamer of 1,200 tons. The boiler and engine were removed and the steamer was lengthened to 1,700 tons. On replacing the power she was found to make just as good speed with the additional tonnage.

"In the improved canal navigation the boats will be placed in a train of from six to twelve boats. The bow of each boat will be convex upon a certain radius and the stern will be concave on the same radius. By this means the boats may be fitted together so as to make a jointed train which can be easily steered around any curve or angle of the canal, and will at the same time present an unbroken water line. Boats arranged in this way can be towed with probably one-fourth the power that would be required to move them separately, depending on the length of the train.

"The question, What power shall be used in canal navigation? is naturally the next which comes up for discussion.

"The cheapest power that can be used is the current of a stream. It is an easy matter to float the boats down with the current; the difficulty is in getting the boats back.

Canal Can Furnish Its Own Power.

"If there was a current which would float through from Lake Erie to the Hudson and another current which would float them back again, it would furnish an ideal system of transportation, and this is what we have right at command. It is a current of water, but it has to be converted into a current of electricity, and this is very easily done. The state has dammed the rivers, conducted the water into the feeders, and through them into the canal. The supply of water is almost unlimited, and there is an abundance of elevated positions where the fall of water can be utilized to generate electric power which shall be more than sufficient to afford power for all the requirements of the canal. It is doubtless true that the traffic of the canal could be doubled, possibly quadrupled, and still there would be power sufficient for [illegible] canal itself [illegible] current of electricity [illegible] useful than a current of water because it can be used in any direction at pleasure.

"No animal or steam engine could compete with the power furnished by the canal itself and the cost of power would be so small that it would not be a serious item in the cost of transportation. It is an open secret that mills and factories all along the line of the canal are taking the water of the canal surreptitiously for the purpose of supplying power. If it is available for other purposes why should not the power be used for towing boats on the canals?

"Freight can be handled better and be carried more economically in small boats than in large ones. It is a mere question of loading in length rather than in depth.

Intelligent System Needed.

"We need no thousand ton barge canal to cost the state a hundred and fifty millions, and which we do not know how to operate when it is done; but we do need an intelligent system of navigating our canals which shall be abreast of the improvements and advances of the present century.

"If money is to be expended, it should be used in lengthening the locks and not in deepening the canal.

"Concluding, I will venture the statement that it is possible for a private company to operate the canal on the lines suggested at one-tenth of the present current rates and make a profit of from 1 to 100 per cent.

"The State of New York should expend no more money in deepening her canals which she does not know how to operate, nor should she stand with a two-edged sword, crying to capital, progress and inventive skill, Hands off."

Stationary Engineers' Ordinance.

At the close of Mr. Warner's interesting talk, the chamber took up the matter of the ordinance which is pending in the council, relative to stationary engineers. Max Lowenthal, who has been interested in the measure, spoke at length, and introduced the following resolution:

Whereas, The Law Committee of the Common Council is considering an ordinance regulating the employment of stationary engineers; therefore be it

Resolved, That the Chamber of Commerce thoroughly approves all measures tending to safeguard the lives and property of our citizens, and consequently so far as the provisions of this ordinance have that purpose they meet with its indorsement. On the other hand regulations, the necessity, judiciousness or legality of which are open to decided question, and the enforcement of which would prove vexatious or work hardship, cannot be indorsed, but should be changed or eliminated from the ordinance.

The provisions of the ordinance as originally drafted, which we regard as objectionable, are the following:

Forbidding the employment as engineer of anyone who has not served three years under a licensed engineer in the city of Rochester.

The placing of graduates of technical schools on the same footing as totally inexperienced persons when applying for work.

The regulating of the distance in feet and of time by minutes that an engineer may be away from the plant in his charge.

The exclusion of all but active working engineers from the examining board.

Furthermore, in order to avoid disputes as to interpretation possibly leading to law suits, we recommend the elimination of all ambiguous phrases and the substitution therefor of clearly defined provisions. Reference is here particularly had to the term "special steam plant," in section No. 2; paragraph No. 7; to "separate steam plant," in section No. 16, and to the want of precision in defining the rights of the holders of permits. There also appears to be a discrepancy between section No. 7, granting permits, and section No. 8, forbidding employment of any but licensed engineers.

To the end that the above recited objectionable features are not incorporated in the ordinance and that its provisions may be harmonized, the committee on law and legislation of this chamber is instructed to take both legal and technical advice, to attend the hearings of the Law Committee of the Common Council, and the sessions of the council, and use its efforts for the enactment of an ordinance having due regard for the rights of employer, employed and the community at large.

The resolutions were amended to the effect that a special committee be appointed by the chair to take the matter in charge, instead of leaving it to the law committee of the chamber, which is a large and somewhat unwieldly body. The committe oppointed is Max Lowenthal, R. A. Sibley, Hon. George H. Smith, W. P. Davis and W. A. Wilson.

At the conclusion of the meeting luncheon was served.

REV. DR. NELSON'S LECTURE.

"Ireland and the Irish" at Chamber Commerce, Monday Night.

Next Monday night the Rev. Dr. S. Banks Nelson, pastor of St. Peter's Presbyterian church, will deliver his illustrated lecture on "Ireland and the Irish," before the members of the Chamber of Commerce, their families and friends. The lecture will take place in the assembly room of the chamber at 8 o'clock.

FIGURES OF THE DEAL OF THE GAS COMPANIES

The Brady-Young Syndicate Cleans Up Half a Million From Its Brief Operations In Rochester at Expense of Old Monopoly.

SELLING PRICE MILLION AND A HALF IN BONDS

The details of the deal whereby the sale of the Citizens Light & Power Company to the Rochester Gas & Electric Company has been effected during the past week, an arrangement which now lacks only the formal signing of papers and the transfer of properties to insure its completion, have been zealously guarded by the parties to the transaction. The deal has been the prime topic of discussion in local financial circles, however, for the past six days, and The Times, with the same enterprise that enabled it to make an exclusive announcement of the transaction last Monday, has succeeded in discovering some points of the arrangement not hitherto made public.

The Times has already correctly stated the ultimate price to be paid by the Rochester Gas & Electric Company. That sum, $1,500,000, will be turned over to the Brady-Young syndicate in the shape of 4 1-2 per cent. bonds issued by the purchasing company, but when they are to mature is as yet unknown. Inasmuch as these bonds will carry 4 1-2 per cent. interest or $62,500 annually, the total purchase price of the syndicate's property is the par value of the bonds plus a number of years' interest at $62,500 annually.

Some idea of the profits of the Brady-Young syndicate in this transaction may be gained from a brief review of how it entered the field. The plant of the Citizens Light & Power Company burned down in November, 1900. At that time the directors and stockholders held their property as practically valueless and declined to advance the money to rebuild the plant. The Brady-Young people came into the field and bought all of the stock and the first mortgage bonds of the company. The capitalization of the company was $150,000, but the Brady-Young people paid less than $50,000 for practically all of it. Many blocks were bought at 10 and a very few shares brought as high as 25. This latter price was the highest paid for any of the stock and ex-Mayor Carnahan was the lucky man who received it. The first mortgage bonds, amounting to $100,000 were bought at par with interest. The company then expended, it is said, in the neighborhood of $120,000, outside of its earnings, in rebuilding and improving the old plant and in seeking new business. Under the terms of the sale to be consummated soon the Brady-Young syndicate contracts to finish the $800,000 plant now in process of construction.

The contracts for this plant, by the way, were let in the names of Anthony Brady and A. M. Young and not by the Citizens Light & Power Company.

What the Figures Show.

These expenditures show the Brady-Young Syndicate's account in Rochester to stand about as follows:

Dr.	
Purchase of stock of old Citizens Company	$ 30,000
Purchase first mortgage bonds	100,000
Mill Street subway, expenditures over earnings and promotion	120,000
Cost to complete new plant	800,000
Total	$1,050,000
Cr.	
By Gas & Electric Company bonds (purchasing price)	$1,500,000
Balance of profit to Brady-Young Syndicate,	$450,000.

This statement shows that the Brady-Young people stand to make nearly a half million dollars by the deal, to say nothing of the annual interest of the new bonds at 4 1-2 per cent, $62,500. It is as yet unknown what arrangement has been made to take care of the old Citizens Light & Power Company's second mortgage bonds, valued at $100,000 par.

The actual term of the purchase bonds is as yet a close secret.

How the Deal Came About.

Not less important and entertaining than a discussion of the profits of this deal, are the rumors of how the transaction was brought about. Rumor has it that the sale of the Citizens Company was due to the arguments of William Runkle, a holder of a considerable, but not controlling, interest in the Rochester Gas & Electric Company. Mr. Runkle, is is said, was not in sympathy with the water storage projects of the late J. Lee Judson. Mr. Runkle, it is further declared, vigorously opposed Mr. Judson's purchase of water rights up to the time of the latter's death.

Of late years Mr. Runkle has made his home at the Waldorf-Astoria in New York City, but his office is LOCATED ACROSS THE STREET FROM NO. 100 BROADWAY, WHERE MR. A. M. YOUNG'S OFFICE IS LOCATED. Mr. Runkle, so the rumor goes, held a number of significant conferences with Mr. Young since the first of the year which finally lead to an arrangement whereby, it is said, Mr. Runkle got enough stock, or options to control the Rochester Gas & Electric Company.

At this juncture he is said to have held a conference with Frederick Cook, President of the company, who happened to be in New York at that time attending a meeting of the Rochester Railway Company, of which he is also President. The result of this conference, so it is said, was a "give and take" proposition between Mr. Young, Mr. Cook and Mr. Runkle.

Mr. Runkle's Part In It.

Mr. Runkle, it is hinted, pointed out that the loss of the Rochester city lighting contract by the Rochester Gas & Electric Company, which the competition of the Citizens Company might ensure, would practically invalidate the second mortgage bonds of the older company, would mean a loss of at least $200,000 annually to the company, a sum which was used to pay the interest on these second mortgage bonds, and would eventually result in the bankruptcy of the corporation as it would be unable, in the present field, to earn that interest money without the city contract. It is also said that it was pointed out that if the Gas & Electric Company did get the city contract, it would do so at a loss of $50,000 from the former price, owing to competition, and that it could, therefore, better afford to shoulder the additional $12,500 annually necessary to make up the $62,500 interest to be paid on the purchase bonds, the Citizens people having named $1,500,000 as their price, and BUY.

Mr. Cook returned to Rochester it is further rumored, to find the local holders of the company's second mortgage bonds in the same frame of mind and good business judgment, therefore, dictated the series of conferences which resulted in the deal.

More to Be Reckoned With.

If this rumor be true the Rochester Gas & Electric Company is confronted today with one condition that it did not anticipate. That is Mayor Rodenbeck's resolution that the city lighting contract be let for not more than $196,000 annually. The Mayor and his advisors are in a position to force this condition, and if they do, the company will sustain an additional loss annually over and above its anticipations, of about $4,000.

If, furthermore, the allegation that the value of the second mortgage bonds of the company depends largely on the fact of its holding the city lighting contract is accurate, it is difficult to see how the company can make very much on the contract if it gets it. The interest on the second mortgage bonds of the company is $45,000, the additional interest to be paid on the new bonds will be $62,500, which deducted from $196,000, the price the city will pay for the contract, leaves $88,500, a sum, which in all probability, will not cover the cost of filling the contract.

As a well-known local financier expresses it, "about all the gas company has gained by the purchase is the elimination of competition from the local field until the next syndicate comes along to take a whack at it, and there is nothing to prevent that from occurring at any time."

In this connection the discussion of the deal has lead to the explosion of an erroneous rumor concerning George W. Aldridge. Certain newspapers have seen fit to exploit the story that Mr. Aldridge was merely a political agent for the Citizens Light & Power Company. Nothing could be farther from the truth. Mr. Aldridge HAS BEEN AND IS STILL connected with the Brady-Young syndicate in various enterprises all over this and adjoining States. The sale of the Citizens Light & Power Company by no means invalidates Mr. Aldridge's position with the syndicate.

BREWERY TROUBLES SETTLED.

Employers Make Satisfactory Concessions to Peddlers and Teamsters.

The last obstacle in the way of an amicable adjustment of the differences between the brewers and their employees was removed Saturday afternoon when a satisfactory contract was arranged between the brewers, and the peddlers and teamsters' union. The brewers consented to pay the teamsters for overtime in taking care of their horses; agreed to give nine hours' pay for a day of eight and one-half hours during the winter, conceded Christmas, New Years, and Labor day as full holidays and agreed as to other holidays to give a half day's vacation with a full day's pay. The last point conceded was that the new contract is not to reduce in any way the wages now paid to the men.

Thus ends a long drawn out contest which at one time threatened serious trouble. At the meeting which brought about this successful issue Saturday there were present James G. Cutler and Edward H. Prizer, of the Chamber of Commerce advisory committee; for the brewers, Frederick Goetzmann, John Bradley, Frederick Loeb, Henry B. Hathaway, Mathias Endres and Attorney George D. Forsyth; eight representatives of Teamsters' and Peddlers' union, 170, including its secretary, Charles Beckwith.

Post Express 4th Mch.

FLOODS AND WATER STORAGE

Letter to Mayor Rodenbeck Written by Commissioner McClintock.

Suggests That Ex-President Cleveland, Thomas B. Reed, Ex-Governor Black and Others be on Commission.

Wants Mayor to Urge Governor Odell to Appoint Them—Mayor to Call a Conference This Week.

Roch. Union Advertiser 4th Mch. 1902

Commissioner McClintock of the department of public works, at whose suggestion Senator Lewis had a bill passed at Albany to investigate floods and water storage in this state, this morning sent the following letter to Mayor Rodenbeck on this subject:

Department of Public Works,
Rochester, N. Y., April 13, 1902.

Hon. A. J. Rodenbeck, Mayor of the City of Rochester, Rochester, N. Y.:

My Dear Sir—Senator Lewis, by the exercise of unusual skill and tact, and with the assistance of the other members of the Monroe County delegation, procured the passage of a bill providing for a commission to report upon the prevention of floods in the rivers of this state.

The city of Rochester is vitally interested in this subject because not only would the prevention of floods in the Genesee river be of great direct benefit, but the doing of that must result incidentally in making the water power of Rochester of immensely greater value and also would be of great

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age, which otherwise would be the cause of the expenditure of a very considerable amount and a large annual cost of maintaining some system of sewage disposal works; and further, with the expected growth of Rochester it will solve the problem in the cheapest and most effective way of furnishing an abundant supply of water for fire protection and manufacturing purposes.

The question of controlling the flow of the Genesee has been under discussion and study for many years. Large amounts of money have been spent in detailed surveys of the river, and estimates have been made of the cost of the necessary works. It has been made evident that under existing laws it is impossible for the city, or the county, or a private company, to carry out the work. It is evident that there will be required a complete change in the legal standing of property rights in flowing water. As the laws now exist the farmer whose land borders upon any part of the river has a cause for action if the manner of flow of the stream is modified. The Rochester Gas and Electric Company, which owns nearly all the water rights within the city limits, would prevent the erection of dams up the river which would regulate the flow, and if such dams were built and its property thereby vastly benefited, there is no way in which it could be compelled to pay any portion of the expense.

We do not want the commission provided for simply to tell us that dams can be built in the upper river that will protect us from flood, but we want that commission to advise how the floods in the river can be prevented, and by so doing secure to the people of this community the greatest amount of benefit. Whether the state of New York might not advantageously issue bonds to run a hundred years and pay an interest of 2 per cent. and use the money to fully develop the river, and while allowing to the Rochester Gas and Electric Company, which is a monopoly, the portion of the flow of the river which is now of any value, turn over to the city of Rochester the additional flow which would be created to be disposed of by the city for the best interests of the whole community, which might be for operating their own electric works, or pumping their additional water supply, or lease to manufacturers at a nominal rental to increase the business of the city. Whether the state might not in doing this charge a direct rental for water used. Whether the state might not make a charge against the city of Rochester for benefits in the disposal of sewage. Whether the state might not make a local assessment upon all the property that may be considered to be benefited directly and indirectly, similar to some of our local assessments for street improvements.

The questions that come up in connection with the Genesee will come up in connection with every river of the state, to a greater or less extent. One of the important elements in regulating the flow of rivers is the maintenance of a forest cover upon the larger portion of the drainage areas as is consistent with due regard to the needs of agriculture. The forest cover has a direct relation not only to the yield of a river or lake, but also upon the purity of its waters. This connects the subject still more firmly with the tremendous question of supplying the great cities in the near future with pure water. The city of New York is advised by a commission of experts that in about ten years it will have exhausted the full capacity of the Croton river. They are spending a half million dollars in careful surveys of the whole Catskill region in trying to prepare for an increased supply; and there are many far-sighted men who believe that ultimately the supply for the great metropolis will have to be drawn from Lake George and Seroon Lake.

The whole subject is so great, and intimately bound up with so many complicated problem of the near future, and the carrying out of any comprehensive scheme would result in such a vast increase of wealth which would be measured by the thousand millions of dollars, or possibly double as much, that we want something more than the mere advice of experts as to the building of dams. We want a policy recommended which may be followed consistently through generations, and which will command our respect and enlist our necessary enthusiastic support, and give us faith that a development to be made in such a way as to secure the benefits to a great mass of citizens.

The bill provides for a commission to consist of nine members, and further, that four of them shall be existing state officials, all of whom have the respect and confidence of the community within the radius of their official activity and who are conversant with the practice and tradition of the state. The remaining five members are to be citizens. These five men should be men of commanding character and comprehensive experience, and well known public spirit, who would give the necessary study to the subject to shape the course of this beginning of what will surely become one of the great movements of this state.

Such a man as ex-President Cleveland would be most fitting. Having the respect and confidence of millions, can be supposed to be as nearly free from local prejudice, business bias and political ambition as any man living. It may be said that he is not a citizen of New York State, because he is at present living with his family at Princeton; but such a little irregularity in the case of Cleveland would be more than allowable and we could stand on the proposition that would be generally indorsed that a man having been sheriff, mayor, Governor of this state and twice President of the United States would be most gladly considered a citizen in any voting precinct in the United States. I do not know as he would think of accepting such a place, but the subject is worthy even of him, and his late acceptance of membership on the civic federation committee warrants the opinion that he might be induced to serve.

Thomas B. Reed is another man that could well be on this commission. It is said that he is a busy lawyer and could not be expected to give his energy and time further for the public interests, but he has lately moved his residence from Maine to New York state and might be inclined to give his adopted state the benefit of his broad experience. Ex-Governor Black would make another good member, and not only would be sure to arrive at wise conclusions, but could express them most convincingly. Possibly a speech or

...ement to the city in supporting ...

...other fitting member. A. Fteley, ex-President of the American Society of Civil Engineers, and who has designed and built the greatest dams ever constructed, would fittingly add to the strength of the commission.

That is the kind of commission that we ought to have and while we could not expect from them that detailed study of individual rivers that might be secured if a larger appropriation had been made available, yet such a body of men to amply discuss the broad propositions and advise the next Legislature would do immeasurable good in starting the subject rightly. I make these suggestions to you in order to enlist the interest of one of the great communities directly interested in urging upon the Governor the propriety of making the commission on the large lines needed.

Very sincerely yours,
J. Y. McClintock.
Commissioner of Public Works.

In relation to Commissioner McClintock's ideas Mayor Rodenbeck said:

"I endorse the sentiments contained in Commissioner McClintock's letter with reference to the great importance of the subject to be investigated by the commission to be appointed under the bill introduced by Senator Lewis. This commission will investigate the causes of floods and report on the means necessary for the prevention of floods. This is a question of vital interest to the city of Rochester. Great damage was done this spring by the overflowing of the river. Every year we are threatened more or less with damage from this source. Just now a committee has been appointed by interested property owners to examine the subject and report on local means to avoid floods in the city. The subject of water rights is involved in the investigations to be made by the commission. This is another important subject for the city. It affects the commercial and industrial development of the city. Rochester, of course, should have a representative on the commission. I think the matter is of such importance as to warrant a conference on the subject. I shall call such a conference to meet some evening this week. I shall invite the representatives of the county in the legislature, the Chamber of Commerce, labor organizations and any others who may be interested in the matter, to discuss the question with the officials of the city."

NEW YORK DAY AT CHARLESTON

Times April 15/02

ROCHESTER MERCHANTS INVITED TO TRAVEL WITH NEW YORK BUSINESS MEN.

The members of the Merchants Association of New York, who are organizing a delegation to visit the Charleston Exposition on New York Day, April 23, have, in a communication to Secretary Ives, invited the members of the Chamber of Commerce and any others who feel so inclined, to visit the Exposition with their delegation.

Governor Odell, Mayor Low and several of the most prominent men of the state have signified their intention to attend the Exposition on New York Day. It is expected that a large delegation will leave New York City on April 22. The trip will be made by rail in the most luxurious Pullman cars.

The cost for railroad fare, hotel accommodations and all other expenses will not exceed $100 per head. The trip will be for five days.

Stationary Engineers' Licenses.

A meeting of the common council law committee will be held Friday night in the corporation counsel's office. Chairman Plumb will endeavor to complete a draft of the proposed ordinance governing the examination of candidates for stationary engineers' licenses, that will be acceptable to everyone interested. If the committee has time after this has been disposed of, the members can take up some assessment problems which have been hanging fire for some time.

Dr. Nelson on Ireland.

Rev. Dr. S. Banks Nelson gave an interesting lecture on "Ireland and the Irish" at the Chamber of Commerce last evening. The lecture was illustrated by stereopticon views. Among other information imparted by the speaker was the fact that the mother of Marconi, the inventor of the wireless telegraph, was an Irish woman, and that the first use of it was by an Irish newspaper in reporting a yacht race off the Irish coast. He also said the first successful electric railway was built and operated in Ireland. Union April 17/02.

New York Day at Charleston.

John M. Ives, as secretary of the Rochester Chamber of Commerce, has received letters from the Merchants' Association of New York, asking that representatives of Rochester visit the Charleston Exposition on New York day, April 23d, and join the party which is to leave New York city on the Saturday night preceding. A special train has been secured and the round-trip tickets, including hotel accommodations for five days and Pullman cars en route, sell at $100. Governor Odell, Hon. T. E. Ellsworth, Hon. Fred S. Nixon and Mayor Low are to go. Mayor Low is expected to head the New York city delegation. Those wishing to join the party must have their names in by April 17th.

Post Apr. 16/02.

...other fitting member. A. Fteley, ex-President of the American Society of Civil Engineers, and who has designed and built the greatest dams ever constructed, would fittingly add to the strength of the commission.

...Irish." delivered before the Chamber of Commerce. The illustrated talk is replete with interesting information. The beauties of the Emerald Isle and the condition of the people were described by one who is a stanch friend of the Irish. Post Apr 15

PURCHASE OF BRADY-YOUNG COMPANIES CONSUMMATED

The Times, April 16, 1902.

President Cook Signed the Contracts Late Yesterday Afternoon, But All Facts and Figures Were Printed by The Times Saturday.

PURCHASE BONDS WILL RUN FOR FORTY YEARS

By attaching his signature to the contract for the purchase of the interests and properties of the Citizens Light & Power Company and the Municipal Gas & Electric Company at 4 o'clock yesterday afternoon, Frederick Cook, President of the Rochester Gas & Electric Company, formally closed the deal of transfer.

The Evening Times of Saturday gave exclusively the terms of the deal, and until today no other newspaper in Rochester has attempted to inform the public on the subject. There has not been a subject of such absorbing interest to the Rochester public in years as the recent negotiations of the rival gas companies, and The Times has been the ONLY NEWSPAPER in Rochester that has given out any real information on the subject. Its distrawed contemporaries have been satisfied to publish after The Times meagre statements about the merger taken from The Times columns and published by them as "rumors." Today, four days after The Times published the facts AS THEY ARE, the other local papers are forced to meekly reproduce them as FACTS, NOT RUMORS.

THE TIMES HAS SCORED NOTABLE NEWS BEATS OVER ITS SLOW-GOING CONTEMPORARIES IN THE PAST TWO WEEKS, AND THE PUBLIC KNOWS WHERE TO LOOK FOR NEWS THAT IS NEWS.

As stated in The Times last Saturday, the Citizens Light & Power Company and the Municipal Gas & Electric Company have transferred their interests in Rochester to the Gas & Electric Company for $1,500,000 in bonds of the Rochester Gas & Electric Company drawing 4 1-2 per cent interest.

The Times is able to give today the additional exclusive information that the bonds are ten-forty bonds, that is that they will mature in ten years providing the Rochester Gas & Electric Company chooses to retire them at 2 1-2 per cent premium, otherwise they will run for forty years.

The new companies, in the transfer, give the Rochester Gas & Electric Company a clean bill of sale. The properties are given over complete and absolutely unincumbered except as the old company pledges them in guarantee of the bonds it issues for their purchase.

As stated in The Times last Saturday, the Brady-Young syndicate cleans up a profit of about $500,000 in the transfer. This is based upon the calculation that the new power plant which they have agreed to finish will cost them $800,000, and upon the cost of retiring the first and second mortgage bonds of the old Citizens Company, which amounted to $200,000, $100,000 of each. In disposing of these bonds and buying up the stock of the old Citizens Company the syndicate has put to an expense of not much more than $200,000. Therefore, having invested about a million dollars in Rochester and having sold out for a million and a half, the profit amounts to in the neighborhood of $500,000.

How Transfer Is Made.

The technical terms of the sale to satisfy legal requirements are as follows:

The Citizens Light & Power Company and the Municipal Gas & Electric Company will be merged.

The Municipal Company will take over all stock, real and personal property and things in interest of the Citizens Company and assume all of the Citizens Company's indebtedness.

The Municipal Company, after the merger, will be bonded to the amount of $1,500,000, at 4 1-2 per cent, and all the stock of the Citizens and Municipal Companies to be canceled.

The Rochester Gas & Electric Company will guarantee the bonds placed upon the Municipal Company.

The authorized capital stock of the Citizens Light & Power Company and the authorized capital stock of the Municipal Gas & Electric Company, which will be canceled, were for each company $2,500,000, making a total of $5,000,000. ALL CONTRACT AND OTHER OBLIGATIONS ARE ASSUMED BY THE MUNICIPAL GAS & ELECTRIC COMPANY, leaving the transaction that of the transfer of property only.

New Power Plant.

The new steam power plant which will be completed and equipped by the selling syndicate, with a capacity of 10,000 horse power in steam, in addition to the present station of the Citizens Company, the capacity of which is rated at over 8,000 horse power in steam and water. Before the frame work of the station was begun a cross-...

...alternator was placed in commission with a capacity of 1,000 horse power, under conditions of as high efficiency as can be obtained from coal. The Citizens Company has now under construction three 2,500 horse power engines with direct connected alternating generators, the three having a maximum output in the aggregate of 8,700 horse power. Two other steam units will give an output of 300 additional horse power.

The present or old station of the Citizens Company has three engines with an aggregate of 2,000 horse power, and water wheels with an aggregate of 1,500 horse power. These wheels are operated by the water from eight original water rights, which also pass to the Gas & Electric Company in the deal.

A Fine Equipment.

The electrical appliances in the present station in a general way consist of two 250-kilowatt 500-volt Westinghouse multi-polar power machines; six compound direct and alternating current generators. These six machines have a voltage of 300 on the alternating side and 500 on the direct current, or power, side. They were built by the Westinghouse Company, and are capable of being used as rotary transformers, for power for street railways.

In addition there are in the present station: Three 50-light Thomson & Houston are light dynamos of 50 lights each; one 100-kilowatt multi-polar 500-volt railway generator, made by the General Electric Company; two 150-kilowatt Westinghouse composite alternators, wound for 2,200 volts, and other smaller machines.

At present the Citizens Company is carrying about 500 commercial arc lights and about 25,000 incandescent lamps. Their power load is also said to be proportionately large. The com-...

...of new cable, which has been drawn into the subway owned by the Gas & Electric Company, under lease.

No Raise In Prices.

The Rochester Gas & Electric Company gains approximately an increase in its power of 13,500 horse power as a constant maximum.

When asked what would be the probable effect of the merger on the price of electricity, President Cook said:

"It is too early to forecast results as to the cost of electrical output. There are many factors which go to the problem, and these must be solved before definite results can be worked out. It must be obvious, of course, THAT THE TENDENCY OF COST OF PRODUCTION WOULD NOT BE UPWARD: THAT IS A LOGICAL PROPOSITION."

Figures of the Gas Deal.

Purchase price of interests of new light companies		$1,500,000
Cost of new plant	800,000	
Purchase of stock of old Citizens Co.	30,000	
Cost of retirement of old company's bonds	200,000	
		$1,030,000
Investment of new light companies		
Approximate profit to Brady-Young Syndicate in deal		470,000

April 16, 1902
THE POST EXPRESS:

FACTS FOR ROCHESTER TAXPAYERS.

City Treasurer Sam B. Williams is the editor and publisher of a periodical of more than 60,000 circulation. This fact is not generally known or realized. The treasurer's publication is a model of condensed expression and incisive diction. It is what some years ago would have been called "A Compendium of Facts and Depository of Useful Knowledge; or the Taxpayer's Faithful Friend and Guide." In these matter of fact days, however, it is called "Receipt for General City Taxes," and is issued annually. The issue now in press is number twelve since the property passed under the management of Mr. Williams and the circulation has increased by leaps and bounds during that time while the value has been enhanced enormously.

Editor Williams has just completed the correction of the press proofs for the 1902 issue and from advance copies sent out for review the following facts are gleaned:

CITY TAXES PAYABLE.

All May without interest.
Month of June with 1 per cent.
Month of July with 2 per cent.
From August 1st to August 15th inclusive, 3 per cent.
From August 16th to August 31st inclusive, 4 per cent.
From September 1st to September 15th inclusive, 5 per cent.
Interest at the rate of 12 per cent. per annum until October 15th, when a warrant will be issued for taxes and interest, with collectors' fees added.

TAX LEVY, 1902.

For interest on the bonded debt and city's notes	$419,000 00	
For erroneous assessments	50,000 00	
For local assessments on city property	19,000 00	
For police pension fund	2,000 00	
For firemen's pension fund	3,000 00	
For executive department	6,750 00	
For department of legislation	47,308 00	
For department of finance	38,960 00	
For department of law	14,355 00	
For department of assessment and taxation	16,200 00	
For department of justice	16,800 00	
For examining board of stationary engineers	380 00	
For examining board of plumbers and plumbing	700 00	
For department of buildings and combustibles	5,500 00	
For civil service commission	2,000 00	
For department of public safety	485,327 00	
For department of public works	751,445 00	
For department of charities and correction	95,000 00	
For liquor license refunding	8,000 00	
For department of public instruction	703,285 60	
Sinking funds	53,600 00	
Miscellaneous	67,400 00	
For claims, judgments, etc.	24,000 00	
Department of parks	40,000 00	
Total		$2,916,215 60

INCOME ESTIMATES.

Water works bureau	$420,000 00	
State appropriation, department of public instruction	82,783 60	
Liquor license fees	182,000 00	
Int. on overdue taxes	37,000 00	
Balance unexpended	26,736 05	
All other receipts, licenses, etc	84,693 34	
Street and sewer fund	9,000 00	
		$916,215 60
Net amount of levy		$2,000,000 00

RATE PER $1,000.

Property in wards formerly known as 1 to 14 inclusive	$17.37784
Property in wards formerly known as 15 to 16	14.94456
Property in wards formerly known as 15 and 16 with water	15.09894
Property in wards formerly known as 15 and 16 with lamps	16.52564
Property in wards formerly known as 15 and 16 with lamps and water	17.06311

WATER STORAGE CONFERENCE.

Flood Law to be Considered in the Mayor's Office To-Morrow Night.

A conference in relation to the law introduced by Senator Lewis authorizing a commission to investigate floods and water storage in this state will be held in Mayor Rodenbeck's office to-morrow evening. The mayor has invited the Chamber of Commerce, Board of Aldermen, heads of city departments and representatives of labor organizations to attend.

In a recent letter to the mayor, Commissioner McClintock suggested that Governor Odell be urged to appoint ex-President Cleveland, Thomas B. Reed, President Schurman of Cornell University and other men of national prominence on the water storage and flood commission.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

An Evening With the Trees.

Henry C. Maine and C. C. Laney will address the members of the Chamber of Commerce and their families on the subject, "An Evening with the Trees," next Monday night. The lecture will be illustrated with 200 views shown by George W. Wackerman.

The views of the flowering shrubs and trees are from the immediate vicinity of Rochester. There will also be shown the elm at Cambridge, under which Washington took command of the patriot army; the historic fields on the upper Hudson; the highly ornamental bronze guns captured at Saratoga and Yorktown, and the interesting elms growing on earthworks thrown up during the Revolutionary war.

BIG INDUSTRIAL AND BUILDING BOOM

Secretary Ives Says Several Large New Manufactories Will Undoubtedly Locate Here.

The Times April 9 1902

NEW CENTRAL RAILWAY STATION

"Rochester is on the verge of one of the biggest industrial and building booms in her history," announced Secretary Ives of the Chamber of Commerce today. Mr. Ives said that three large manufacturing establishments, which will employ in the neighborhood of 1,000 hands, are considering the advisability of coming to Rochester to locate. The names and characters of the concerns will be given out when all arrangements for their transfer to this city are completed.

The Chamber of Commerce is about to open an aggressive campaign towards the development of the resources of Rochester. President Henry C. Brewster fired the first gun of the campaign this morning, when he sent a letter to the officials of the New York Central Railroad in regard to the proposed improvements at the Central Avenue railroad station. The New York Central has announced that they propose to spend $700,000 on the Rochester division of the road during the next year, and the members of the Chamber are of the opinion that some of it should be expended in improving the company's property in this city.

New Contral Station.

In his letter, Mr. Brewster requests that the company build its station right out to Central Avenue; that the hill leading to the station be cut down and that the station proper be built below the level of the tracks. The letter suggests that the space under all the tracks be hollowed out and fitted up so that steps could be built leading to each track from beneath.

By the following out of this plan and the stationing of attendants at proper points to direct the way to the various trains, the passengers would not be compelled to cross several dangerous tracks. Many accidents would be averted by the carrying out of Mr. Brewster's suggestion.

The following paragraph in regard to the Rochester Chamber of Commerce appeared in the April number of the Four Track Magazine: "Rochester is fortunate in having an exceedingly live Chamber of Commerce, through whose persistent activity the country is kept informed of Rochester's many commercial and industrial advantages."

$8,000 FOR NAVAL RESERVES.

Governor Odell Approves Appropriation for Equipping Boat.

Governor Odell yesterday approved the item of $8,000 which Senator Armstrong had inserted in this year's supply bill for the purpose of equipping and furnishing a boat to be used by the Navol Reserves of this city on Lake Ontario.

It is expected that the United States government will loan some kind of a boat to the state for the use of the Reserves. The yacht Restless, used as a cruiser during the Spanish-American war, was to have been sent here for the use of the citizen sailors last year, but the Governor killed the appropriation needed for its equipment.

The treaty between Great Britain and the United States forbids either country from maintaining armed boats on the great lakes, but permission has been obtained from the Canadian authorities for a boat to be used by the Naval Reserves as a training ship.

Democrat & Chron 4/9/02

An Evening With the Trees.

Interesting addresses will be made in the Chamber of Commerce rooms Monday evening when Henry C. Maine and C. C. Laney, superintendent of Rochester's park system, will talk before the members of the chamber and their friends on "An Evening with the Trees." The lecture will be illustrated by 200 views shown by George W. Wackerman, showing the flowering shrubs and trees about Rochester. Many other things of interest will be shown, including relics of the revolutionary war.

Herald April 9 1902

DISCUSSION OVER

Stationary Engineers and Law Committee Meet.

CHAMBER OF COMMERCE WINS

Herald April 9 1902

Third and Last Session Held To Discuss Proposed Ordinance — Exponents of Technical Education Win Several Points — Chamber of Commerce Takes Hand in Matter.

Three members of the Law Committee of the Common Council were present last night at the meeting held at the office of the Corporation Counsel to consider the stationary engineers' ordinance. Those present were Chairman Plumb and Aldermen Judson and Rosenberg. The meeting was the third and last one to be held. After discussing the provisions of the proposed ordinance, it was given over to the Law Committee, all amendments deemed necessary having been made. There were more engineers on hand than at either of the two previous meetings.

Chairman Plumb read the draft of the proposed ordinance. It was seen that the document had been amended since last meeting. The first change was one by which the City Clerk is made the secretary of the examining board. By this change he is given power to issue licenses, instead of the City Treasurer. Chairman Plumb said this change was made in order that the latter official would not have to open a new set of books, which would be necessary if he continued to issue the licenses. Further than this, it was thought best to have all the work connected with the board done at the City Clerk's office, since all the licenses must be issued there.

Another change agreed upon was that the salaries of the members of the examining board shall be fixed by the board of Estimate and Appertionment. This provision was tacitly recognized in the original draft, although it failed to say so; it merely mentioned the fact that the salaries were to be $120 per year. These two changes were entirely satisfactory to the engineers present.

Section 1 of the ordinance relating to qualifications for membership of the examining board, again came up for discussion. As at the preceding meetings, it proved a perennial source of discussion and dissatisfaction. The section originally read that operating engineers only should be qualified to sit on the examining board.

Max Lowenthal was on hand. He had with him a substitute draft drawn up by a committee named by the Chamber of Commerce to discuss the ordinance from the standpoint of employers. This committee was expected to be present at the meeting, but failed to put in an appearance.

Mr. Lowenthal read the changes recommended by the Chamber of Commerce. Among them were these: "Members of the examining board shall be citizens of the United States and shall be either practical or technical engineers of at least five years' experience." Second class engineers shall be allowed to operate engines up to 150 horse power, instead of fifty horse power."

Further, the Chamber of Commerce Committee said that the ordinance as drafted was a little indefinite as to persons it permits to have charge of boilers for heating and not for generating power, where there is an engineer.

Relative to this, it was explained that the permit was drawn only to cover a person who had charge of a steam plant and runs the same only for heating purposes. To this, Mr. Lowenthal said that no provision had been made for a plant only used for heating purposes; it was not sufficiently specific he thought.

After a good deal of discussion it was decided to change the section to cover this point by making a permit covering men in charge of a specified steam plant while it is not used for motive purposes. Together with the other amendments made in section 1, changed to favor Mr. Lowenthal's idea of the matter, the ordinance took on a decided Chamber of Commerce complexion—so much so that Mr. Leathers, the out-and-out practical man on the examining board, announced that he guessed the other side had obtained everything they asked for with a little to spare.

A delegation from the United States Trades and Labor Council was present at the meeting. The spokesmen for the council said they hoped that an ordinance would be framed which would best suit the requirements and needs of the engineers; they were practical men and knew their business and ought to be given the largest amount of liberty in the matter. They wanted to see an ordinance passed that would meet with the approval of the council and expressed the hope that whatever action was taken, the interests of the stationary engineers would be faithfully considered.

After the departure of the Trades Council delegation, Assemblyman Smith, representing the Chamber of Commerce, took up some minor changes suggested by that body. One referred to a section which provided that engineers might operate or have charge of more than one plant at the same time. Upon this point the discussion was renewed. After both sides had threshed it out to their hearts' content it was decided to close the discussion and give the ordinance over to the Law Committee for final consideration.

CITY TO AID

Will Co-operate With the State Commission.

COMMITTEE OF 25

Mayor Will Protect Rochester Interests.

FLOOD BILL CONFERENCE

Herald April 9 1902

Distinguished Gathering at Mayor's Office Last Night To Consider How City Can Present Its Interests Best to State Commission—Water Storage Again a Live Subject.

Nothing stirs up the substantial business men of Rochester quite so much as the old water storage project that has been before the Chamber of Commerce in some form, off and on, for over ten years. Not much has been heard of the matter for the last year or two, but this is because the promoters had become convinced of the futility of seeking state aid for the enterprise and because the development of the plan as a private enterprise seemed blocked.

The passage of the Lewis law by the Legislature, providing for the appointment of a state commission to investigate the cause of floods in the rivers of this state and to report remedies therefor, has again started the water storage discussion. At the conference of prominent citizens called by Mayor Rodenbeck at his office last night, the Chamber of Commerce representatives again took up the cudgels for water storage, reviving the old arguments that have been so earnestly pressed in various forms for years.

The meeting was interesting and productive of suggestions. The original object of the meeting was to take some action regarding the appointment of a Rochester man on the state commission; but inasmuch as the Governor announced his selection day before yesterday, appointing George W. Rafter from this city, as stated in The Herald telegraphic dispatches yesterday morning, this phase of the meeting was non-productive.

Will Appoint a Committee.

The net result of the conference was the unanimous adoption of a resolution, authorizing the Mayor to appoint a committee of 25 members, including representatives of the Genesee Valley, to collate and present to the state commission all facts relating to floods and water storage in the Genesee Valley, and to impress upon the commission the importance of Rochester water power interests. This committee will be selected with much care and it will not be announced for several days, until the Mayor can hear from villages in the valley who will be given a representation on the committee and asked to co-operate with Rochester on matters relating to the Genesee Valley.

Protect Rochester Interests.

This is the list of city officials and Chamber of Commerce men who attended the hearing last evening: Mayor Rodenbeck, Commissioners McClintock and Gilman, City Engineer Fisher, Corporation Counsel Sutherland, Assemblymen Smith and Davis, Aldermen F. A. Ward, Judson, Wunder, Hollister, Casey, Zellweger and Keneally, President Henry C. Brewster of the Chamber of Commerce, Secretary John M. Ives, A. B. Lamberton, C. P. Ford, James S. Graham, Thomas Dunn, Max Brickner, M. H. Fitz Simmons and Edmund Redman.

Mayor Rodenbeck opened the conference with a brief statement of the object of the meeting. It was called, said His Honor, to discuss the various phases of the law, appointing a commission to investigate floods and waterways. Not only city officials, but representatives of the Chamber of Commerce, had been asked in order to determine what could be done best to present Rochester interests to the state commission and to see that Rochester interests were properly cared for, relating to floods and water rights, in any report the commission might make to the Legislature. The Mayor suggested that a committee be appointed to attend to the interests of the Genesee Valley.

Water Storage a Great Subject.

Commissioner McClintock was the first speaker. He said he regarded this question of developing the water powers of the state as one of the greatest subjects in which the state is interested, dwarfing the canal question. He said the Governor told him and Senator Lewis last week he would not appoint the members of the commission until his return from California six weeks hence. So far as the appointment of Mr. Rafter was concerned, as Rochester's representative, he was well satisfied. Mr. Rafter was an accomplished engineer and a man of integrity, who had been energetic in forcing the water storage question to the front as any man in this city.

Not an Ideal Commission.

Commissioner McClintock continued by saying that the commission was not what he had hoped the governor would appoint what might be termed an "ideal" commission. The men who were named were much interested in their own localities—they might be said to have a selfish interest—but the net result of their investigations was bound to be beneficial to the state. First there had been the suggestion that the city construct the water storage dam up the Genesee River; then came the plan for state aid; finally the matter had got into private hands.

Mr. McClintock said he approved the suggestion of a local committee to "brace up" the Rochester commissioner and to aid him in presenting Rochester interests to the commission. The commissioner in conclusion sketched the advantage the state would gain in the development of its water power. He said the Mohawk Valley, the Black River and the Upper Hudson interests would be strongly presented by the men on the commission and the interests of the Genesee Valley must not be neglected.

Ten Years of Work Sketched.

Max Brickner, ex-president of the Chamber of Commerce detailed the efforts that have been made for water storage by the chamber since 1891. First encouragement was the appointment of a commission by ex-Governor Flower, consisting of ex-State Engineer John Bogart, Mr. Thomas of the New York Produce Exchange and ex-Judge McLouth of Wayne County. Governor Flower, he said, signed an appropriation for $10,000 for preliminary surveys and went himself to Mt. Morris to look over the field.

A bill for state aid was passed in the Senate but was killed in the Assembly. Later the bill passed both houses and was vetoed by Governor Morton. The last move was the incorporation of a private company. He recalled when ex-Senator Parsons and Commissioner Rafter had appeared before the Chamber of Commerce to get its indorsement of the last plan.

A Distinguished Gathering.

President Henry C. Brewster made an earnest plea that the water storage question be properly presented. He said the state had already aided in the construction of a water storage dam on the Black River and had thus given general recognition of the principle. Rochester, he said, was only one of several localities interested in the development of water power. This was a state measure not simply a local measure and Rochester interests must be protected. He said that Mr. Rafter was a good man and well qualified, but he was sorry the Governor had been in such a hurry to name the commission without waiting to get an expression of opinion from Rochester. But Rochester was represented on the commission and that was satisfactory.

Mayor Urged a Committee.

Mayor Rodenbeck asserted he wanted to be sure that Rochester interests would be taken care of by the commission and thought this could best be done by appointing a committee, charged with presenting these interests, affecting river overflows and water rights. C. P. Ford, ex-president of the Chamber of Commerce, said he regarded water storage just as important as ever. Much money, time and effort has been spent in the last ten years in procuring information and he thought this information should be gathered and placed at the disposal of the state commission, so that the importance of the Genesee water power would be appreciated.

Wants Rapids Dam Removed.

Mayor Rodenbeck called attention to a letter he had received from Assistant District Attorney Howard H. Widener, relating to the river dam at the Rapids. This was the letter:

"I see by the public press that you have invited suggestions and communications with reference to the flood question in Rochester and its immediate vicinity. As an attorney, I am interested for numerous clients residing in the eastern part of the town of Chili, who have suffered seriously in the past from floods.

"In considering this question, the dam at the rapids, so-called, is a serious obstruction in the river to the residents of the Genesee Valley, for several miles south. This dam, whether it has served its usefulness or not for state purposes, it seems to me could be done away with, and the Genesee Valley canal feeder used for all purposes for which this dam is now used. The rapids dam, so-called, operates to maintain a level for at least four or five miles south from three to four feet higher than the river naturally is. If this dam was removed and some substitute put in its place, it would cause a fall in the river of some three or four feet about five miles up the river, and consequently give much additional fall in all streams tributary to the river, and naturally better drainage, in which the residents of the valley south of Rochester, and especially in the eastern part of the town of Chili, are very much interested.

"Through my personal efforts and those of Assemblyman Salyerds, the Legislature has appropriated $4,000 for opening the channel of Black Creek and increasing the capacity of the culvert where the Pennsylvania railroad crosses Black Creek, and if the level of the river could be lowered, the value of large tracts of real estate would be nearly doubled.

"This is a matter of great importance to many citizens and land owners in the upper valley, and I hope this may receive consideration when other matters pertaining to the flood question are under discussion."

The discussion that followed brought

out the fact that some time ago Mayor Rodenbeck had written to Governor Odell asking that the dam be removed. The Governor replied that he would refer the matter to the commission. Commissioner McClintock said he did not think this dam had much effect in flood time.

Discussion Over a Committee.

Alderman Judson moved that the Mayor appoint a commission to confer with the Rochester Commissioner, Mr. Rafter, and present all the facts bearing on the Genesee River water power.

A question arose as to the number of the committee. Mr. Brewster suggested a committee of five. Corporation Counsel Sutherland said there ought to be a committee of at least fifteen. He thought a strong and influential committee should be named to see that the state commission gave proper recognition to Rochester in its report to the Legislature.

It was evident that some reason must be given in order to induce the Legislators to approve appropriations for a series of state dams that were needed on the various rivers. He thought the state might gain a considerable revenue by developing this power by erecting storage dams and renting the power to manufacturers. This was in line with the idea of indirect taxation to pay the burden of state taxes.

Brewster Approved Idea.

Mr. Brewster said Mr. Sutherland had given him a new idea and he indorsed most heartily the idea that the state should be impressed with the idea there was revenue obtainable from these sources. Mr. Brickner thought the committee should be "imposing." Alderman Keneally suggested that a committee of 25 should be named by the Mayor so that a place could be for representative men who had been on the race for years. He mentioned Colonel Graham and ex-Alderman FitzSimmons, who had been interested along the race for 25 years and thought such men should be on the committee. It was finally agreed that a committee of 25 be appointed by the Mayor and in making up the list the villages up the Genesee Valley will be represented.

After the adjournment of the conference Mayor Rodenbeck said it would be several days before he named the committee, as he wished to get more information regarding the men up the valley, who were familiar with the water storage matter.

NATIVE TREES AND SHRUBS

Democrat & Chron 4/10/02

Illustrated Lecture by Henry C. Maine at Chamber of Commerce.

Last evening at the Chamber of Commerce Henry C. Maine delivered an illustrated lecture on native trees and shrubs. To a specialist like Mr. Maine, who is familiar with every tree and shrub known hereabout, they are like familiar friends. Every leaf, every bud, each twig and branch has its meaning. It is like reading from an open book. That there is great interest in the subject was plainly shown by the large audience assembled to hear the lecture.

Mr. Maine prefaced the main subject with an entertaining sketch of some historical features of the Revolutionary war, germane to the main topic. Some valuable slides were shown of the ruined fortress of Ticonderoga, and of native elms growing on earthworks of the Revolutionary period. The elms on the mounds thrown up by the soldiers of the Revolution must have grown from the seeds in the fresh earth, said Mr. Maine. The land is owned by A. A. Peebles.

The attempt to classify the elms by their form has led to some interesting discoveries showing that certain traits are hereditary, and appear distinctly in succeeding generations of trees.

Mr. Maine showed some beautiful views in and about this city. In the parks and along the country roads, many of them choice bits of landscape, and all illustrating some of the beautiful native trees and flowering shrubs in which the vicinity abounds. Goodman street, Norton street, the parks and the river, Irondequoit and the lake shore all furnished interesting trees and shrubs.

The public is greatly indebted to Mr. Maine and Mr. Laney for stimulating interest and study along these lines.

FOR CONCERTS IN PARKS.

Herald Feb 21 1902

President of Chamber of Commerce Lets Subject With Secretary Ives.

President Henry C. Brewster, of the Chamber of Commerce, stated yesterday that he had received the letter of Mayor Rodenbeck, asking that the chamber co-operate with the park commission and the mayor to secure funds for band concerts in the parks this summer.

"I turned the matter over to Secretary Ives, who had charge of it last year," said Mr. Brewster. "Of course the Chamber of Commerce will do anything it can to help along such things. Mr. Lamberton is one of the trustees in addition to being president of the park commission, and I believe that he and Mr. Ives will be able to arrange matters satisfactorily. I have not given it much thought, for the reason that Mr. Ives handled the matter last summer and knows all about it."

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

D.C. Apr. 23/12.

BAND CONCERTS IN THE PARKS

MAYOR ASKS AID OF CHAMBER OF COMMERCE.

MERRY-GO-ROUND IS MOVED

Change of Site Expected to Cause a Warm Controversy in Park Board —Will be Placed at Main Entrance to the Grove.

Mayor Rodenbeck sent a letter to President Brewster, of the Chamber of Commerce, yesterday, asking the co-operation of the chamber with President Lamberton, of the park commission, and his honor, in endeavoring to procure funds sufficient to provide for band concerts in the parks again this summer. The Chamber of Commerce, of which Mr. Lamberton was president last year, contributed a generous sum through its members and others last year and the mayor believes that it will assist in the undertaking this year.

"The park board is in a position to help the project along this summer," said the mayor. "About $1,000, which was provided to pay the salary of the president, can be used in part for the payment of the bands, since the law giving the president a salary has been repealed."

In connection with the proposition to have band music in the parks, it may be said that there is promise of a plethora of music at Genesee Valley park, because of the removal of the merry-go-round from near the river at the northwest corner of the grove to the point where the footpath enters the grove near Red creek.

The framework for the merry-go-round, which is maintained by the man who has the restaurant privilege, is completed, and its location so near the grove bids fair to cause considerable criticism, not only among some of the members of the park commission, but from many visitors to the park. The grove, as is well known, is the favorite portion of the park for people who like to rest and watch the throngs and is particularly favored by parents who take their children there for picnics and play spells.

With the merry-go-round at the principal entrance used by pedestrians seeking the grove, it is claimed that the children will want to patronize the contrivance and that it will be difficult to induce them to keep away from it at all.

A city official who takes more than a casual interest in the parks expressed himself very emphatically on the subject when he learned that the merry-go-round had been moved. Said he:

"It is the most ridiculous thing that the park athorities ever consented to. With the hurdy-gurdy grinding out its tunes from morning until night, it will be impossible for people who visit the grove to enjoy themselves. The noise of the ragtime tunes was bad enough last year, when heard from a distance, and it will be tiresome beyond description this summer if the merry-go-round is permitted to remain in the shade of the handsomest and most popular part of the grove.

"I can't imagine what the park committee could be thinking of in allowing such a thing. Parents can't persuade their children to pass the thing until they have a ride, and there are many people who can ill afford to patronize it after paying car fare to and from the park. It will seem more like a Midway in a street fair than anything else, and the principal object for which the grove was intended, a place of rest and quiet, will be entirely spoiled.

"Dr. Moore would never have consented for an instant to such a thing, and the park commissioners must expect to be severely censured if they allow the merry-go-round and hurdy-gurdy to be stuck up under the eyes and ears of the visitors. It will kill Genesee Valley park's popularity quicker than anything else. People don't go to the parks to see or hear such things. There are plenty of them at the lake resorts, at country fairs and such places, but they are as much out of place in a park as it is possible to imagine."

It was learned yesterday that a number of members of the park board, who had just learned of the change in the location of the merry-go-round, were greatly surprised and indignant, and that a strong protest will be made at the monthly meeting of the board next Wednesday. One of the commissioners stated that he did not believe there should be anything in the parks that would tempt children to spend their money, not to mention something that would cause discomfort to grown people who are unable to go to the seashore or lake and who find in the parks their only opportunity to obtain relief from the heat and noise of the city.

The meeting next week is also likely, it is said, of developing discussion regarding the erection of some boat houses now going up along the river. Some of the new buildings have been started, it is claimed, only with the consent of the Genesee Valley park committee, and while that committee is supposed to have direct charge of the park, it should have reported the matter to the board. So the indications are that a spicy time will prevail next Wednesday, particularly when the merry-go-round question comes up.

Post Express
Apr. 23, 1912

PARK BAND CONCERTS

PLANS FOR SIMULTANEOUS MUSIC IN TWO PARKS.

Saturdays and Sundays at Genesee Valley and Seneca — Co-operation Between Officials and Chamber of Commerce —President's Salary to be Given.

That the park band concerts will be continued this season is not only assured but it is practically certain that there will be more of them than last year, when the pleasant system was first put in practical operation. The plan for the season was outlined as follows by President A. B. Lamberton of the Park commission in response to an inquiry by a reporter for The Post Express:

"For the first time, as you may recall, there is this year a park board committee on music, which is composed of the chairmen of the different park committees. We have informally agreed upon a plan of action. I suggested, and the suggestion was favorably received, that we should devote the amount of money heretofore paid for the president's salary to the support of park band concerts. This would give us this year $1,000 and hereafter $1,200 if the same plan is continued. Last year the park board contributed $500. The president of the Chamber of Commerce last year started the movement of subscriptions for park music and we will co-operate with the Chamber of Commerce this year in soliciting subscriptions. We desire to raise enough money to have two concerts at the same time on Saturdays and Sundays, during the season, one at Seneca park and the other at Genesee Valley park. Highland park is not adapted to large crowds owing to the nature of the planting. For the purpose we shall need between $2,500 and $3,000. We hope the Rochester Railway company will assist us generously, which it did not do last year. The balance required will be solicited from citizens.

If we do not get funds enough for all the concerts we want to have we will at least have as many simultaneous concerts at both parks as possible, as that will divide the crowd, make it possible for the railway company to handle matters better and be in many ways more desirable.

"The mayor has written a letter on the subject to which you have probably seen reference. It is addressed to President Brewster, of the Chamber of Commerce, and myself. It was written after a conference on the subject between the mayor and myself."

THE ROCHESTER HERALD.
WEDNESDAY, APRIL 23, 1902.

BUILDING BOOM IS HERE

Option Secured on 21 Acres at Lincoln Park for Factory by Pneumatic Signal Company and Rochester Bunging Company.

TO BE DECIDED AT MEETING TO-DAY

Troy Plant of Pneumatic Signal Company Will Be Moved Here, Bringing 300 Men; While Bunging Company Will Bring 200 More--Stromberg-Carlson Company of Chicago May Go to East Rochester.

The long promised business boom of Rochester seems almost at hand. Not in years have so many indications been seen of building improvements of all sorts following a wide spread and general demand for residence property, owing to the advent of outside manufacturing concerns and the development of old plants, now in operation.

For some time movements have been on foot to erect new factories for companies in which Rochester capitalists have gained control and propose to bring here to upbuild the city. One of the most important developments of local capital ever seen in Rochester, with the exception of the Eastman Kodak Company, has been the rapid rise in the financial and industrial world of the Pneumatic Signal Company.

A Good Local Investment.

This enterprise has grown by leaps and bounds; the original investments of the Rochester stockholders have become worth in the open market nearly seven times their face value, an investment of $1,000 in cash now being represented by $6,000 in stock and this stock is quoted at 115.

Until recently there were two companies, the English branch of the Pneumatic Signal Company being known as the International Pneumatic Signal Company. Two or three months ago, there [illegible] of these two companies for the purchase of the big [illegible] Signal Company of Troy.

The demand for the material turned out by the Troy factory now far surpasses the supply and it has become necessary for some enlargement of the plant in order to keep up with the business. So the managers of the Pneumatic Signal Company have concluded to erect in Rochester an immense plant, moving the entire business from the Troy factory to Rochester.

Options on Land at Lincoln Park.

This plan of removal has quietly progressed for some time and it is said now to be practically consummated. Options have been secured on 21 acres of land at Lincoln Park and a meeting of the managers of the company will be held in Rochester to-day, when it is expected the deal will be closed and the plan of erecting the factory definitely decided.

It is stated that in connection with the manufacture of the apparatus of the Pneumatic Signal Company, it is proposed to combine the manufacture of the products of the Rochester Bunging Company, in which John N. Beckley is heavily interested financially. The Rochester Bunging Company is now connected with the Pfaudler Vacuum Fermentation Company of Detroit, a concern which employs 200 men in Detroit.

500 Men in Proposed Factory.

The Troy factory of the Pneumatic Signal Company has been employing 200 men. If these various companies united in the erection of the factory at Lincoln Park, as contemplated, it would insure at the outset the employment of about 500 men for the two concerns, without figuring on the expansion of either concern.

There is no direct connection between the Pneumatic Signal Company and the Pfaudler Vacuum Fermentation Company, with its adjunct, the Rochester Bunging Company. The products of the two concerns are about as diverse as could be imagined, the one manufacturing material used by railroads and the other by breweries. John N. Beckley, however, is a leading spirit in both enterprises, and by erecting a joint factory, a considerable saving can be made on land and construction of building at the outset, with a permanent saving by the joint use of power.

What New Plant Means.

As usually happens in such cases, the parties directly interested are rather reticent about giving the information relating to the new plan of building the joint factory at Lincoln Park, but the matter has now progressed so far that its consummation in the immediate future seems well assured.

The result of the meeting of the Pneumatic Signal Company to be held to-day will be awaited with considerable interest by the public, as it may have a marked influence on the new Rochester boom. The bringing to Rochester from Troy and Detroit of two big manufacturing concerns, with an addition of 500 men and their families to the population of the city, is a boom of the sort Rochester needs. It means a demand for more houses, entailing an increased demand for real estate, and means the expenditure in Rochester of a considerable sum for living, adding to the business of local merchants.

Stromberg-Carlson Company.

Another big concern in which Rochester capitalists recently secured control is the Stromberg-Carlson Company for the manufacture of telephone apparatus. This is the company that manufactures all supplies for the independent telephone companies of which the Rochester Telephone Company is an example. This company has been doing a large and rapidly increasing business, and when local men got options to secure control they had no difficulty in selling the stock and bonds as soon as it went on the market. In fact, the issue was much over-subscribed. Although the stock has been on the market less than a month, it is quoted 'way above par. The common stock is selling for 150 and the preferred stock at 110.

The factory of the Stromberg-Carlson Company is located in Chicago, but since local men got control, the plan of moving the factory to this city has been constantly agitated and it is expected in the near future the change will be made.

Looking at East Rochester.

It is not known that any options have been taken by the Stromberg-Carlson Company on lands on this city, but it is known that several large tracts in East Rochester have been under inspection and prices asked. There are seven acres of land, adjoining the Rochester Car Wheel Works that have been looked at and a large tract owned by Martin Culver on the Culver Road has been considered. There is not much doubt in the minds of real estate men but that the Chicago plant will be in East Rochester in less than six months, although no plans have been consummated to date involving the procuring of options.

The Chicago plant of the Stromberg-Carlson Company employes about 200 men, but this force is constantly increasing and the concern promises to double its capacity in the near future.

With the joint plant of the Pneumatic Signal Company and the Rochester Bunging Company at Lincoln Park, and the plans of the Stromberg-Carlson Company at East Rochester, the new Rochester boom will take a big start this spring. The addition of 700 families, supported by these manufacturing enterprises will in itself be worth thousands of dollars to the city.

U. & C. Apr. 24/12.

Chamber of Commerce.

The executive committee of the Chamber of Commerce held its monthly meeting yesterday afternoon and transacted such routine business as came before it. No business of interest to the general public was done.

D.C. Apr. 24/12.

CONCERTS IN THE PARKS.

May be Held Simultaneously in Genesee Valley and Seneca Parks.

Band concerts in the parks this summer are believed to be assured. President Lamberton, of the park board, believes that enough money can be raised to hold concerts simultaneously in Genesee Valley and Seneca parks every Saturday afternoon and Sunday, beginning June 20th, and continuing through September.

"It will be necessary for the public to contribute toward the fund," said Mr. Lamberton, "and we hope that the Rochester Railway Company will help. The railway company is the chief gainer by the concerts and while it promised $100 last year, we did not get the money. The park board will not be able to utilize very much of the extra $10,000 appropriation for music, as several of the small city parks are being improved. After we expend $2,000 on Jones square, $1,000 on Brown square and additional sums on other small parks, there will not be very much left of the $10,000."

General Manager Nicholl, of the Rochester Railway Company, has stated that the company will make a liberal donation to the fund, and believes that a concert in each of the two larger parks held at the same time, will be very satisfactory. Last summer, with a single concert at one park, the railway company found difficulty in carrying the crowds, but with the park visitors divided, it will be a much easier matter to carry them on the street cars.

D.C. Apr. 25/12

MONEY FOR PARK CONCERTS.

Rochester Railway Company Promises to Donate to Fund.

There seems to be little doubt but that the open-air concerts so popular in the city parks last summer will be repeated this year, possibly on a larger scale than last summer. The public is to be appealed to for funds to assist in defraying the expense which will be incurred, as it is planned to give concerts in both Genesee Valley and Seneca parks at the same time, each Sunday and Saturday during the summer, if possible.

General Manager Nicholl of the Rochester Railway Company has promised that the company will make a substantial donation to the fund for defraying the expense of the concerts.

There promises to be a lively session of the park commission next Wednesday afternoon, as the removal of the merry-go-round from its former location to the north edge of the grove at Genesee Valley park has aroused a storm of protest, and several of the commissioners have announced their intention of fighting against the installation of the structure in its new location.

APRIL 25 1902. Post Express.

INDORSED BY CHAMBER OF COMMERCE.

Plans of Citizens' Committee for Bringing Manufactories to Rochester Receives Support of Chamber of Commerce Executive Committee—No Friction Between Two Bodies—Plans to Advance Rochester Interests.

A statement was published in The Post Express yesterday, through a misunderstanding, which seemed to imply a harsh criticism of the Chamber of Commerce in connection with its work for the industrial interests of the city. The impression was given that a citizens' committee, dissatisfied with the chamber's methods, had taken out of the latter's hands the business of bringing manufacturing industries here.

While it is true that the effort made by the citizens' committee is not a formal Chamber of Commerce movement, it is also true that all of that committee, either personally or through the firms which they represent, are connected with the chamber and that the movement itself has the hearty indorsement of the chamber as a body. This sympathy became manifest at a meeting of the executive committee of the chamber held yesterday. While the committee unanimously felt annoyed at the implications which had been cast against its body, it voiced its sentiments during the meeting by declaring that it would ignore these things and support the movement now in the hands of the citizens' committee, no matter under what name it might be known. A reporter for The Post Express, moreover, was assured by an officer of the chamber this morning that the connection between that body and the citizens' movement was vital and that events in the near future would fully reveal that fact.

During the foregoing meeting, also, the executive committee's attention was called by Secretary Ives to a unique advertisement which the Wheeling, West Virginia, Board of Trade is carrying in several of the large industrial papers of the country. The advertisement occupies half a page and after calling attention to the facilities which the city has to offer for manufacturing purposes, and giving a list of the large manufacturies which have recently established plants there, it concludes the advertisement with the following paragraph:

"We have recently purchased a large plot of ground on the banks of the Ohio river, the lowest part of which is 6 feet above the highest flood known; fifteen minutes' ride from the heart of the city by electric lines; cheap coal land adjoining; abundance of natural gas and shipping connection with all railroads, and we are now prepared to offer sites to desirable industries."

Secretary Ives says that the committee was very much impressed with this method of advertising and the opinion was generally expressed that as soon as Rochester's power facilities are in such shape as to offer a tangible inducement to manufacturers, the Rochester Chamber of Commerce should take up the same method.

With a tendency to shield its shortcomings behind a wall of blustering assertion, the Rochester "Herald," in its issue of this morning, claims the credit for announcing first, two days ago, the great activity in local real estate circles which has been the subject of a series of two column articles in The Post Express for more than a week.

The first of these articles announcing the plans of the Pneumatic Signal company, the Stromberg-Carlson company and others was published on Thursday of last week. The next day the Stromberg-Carlson plant, and the plant of the Pfaudler Vacuum Fermentation company, of Detroit, were the subjects of exclusive news items in The Post Express. Yesterday's publication of a citizens committee to advance Rochester real estate interests and a special despatch to The Post Express from its special correspondent in Detroit were copied by the "Herald" to-day; also the exclusive publication in The Post Express that the citizens committee has secured options running from thirty to sixty days, on thirty-five acres of land in the town of Gates, near the Lincoln Park tract; that the value of this land is $21,500, which amount it is proposed to raise by subscription; that $5,000 has been tentatively promised the committee, although no subscription paper has yet been put out; that the committee has undertaken to secure for the factory in question water privileges from the city.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

Post Express.

ESS: FRIDAY AFTERNOON, APRIL 25. 1902.

WORK FOR FLOOD COMMISSIONERS

Call to Meet in Albany for Organization.

STATE ENGINEER DISCUSSES POINTS TO BE CONSIDERED.

He Reviews Locations Where Greatest Damage by High Water was Recently Caused—Ample Field for Investigation—Acts to Water Power.

A call has been issued for the flood commission recently appointed by Governor Odell to meet for organization next Tuesday in State Engineer Bond's office in the state capitol in Albany.

The members of the commission are Attorney-General John C. Davies, State Engineer Edward A. Bond, Superintendent Charles S. Boyd, of public works; Dewitt C. Middleton, forest, fish and game commissioner; ex-State Engineer and Surveyor Elnathan Sweet, of Albany; Professor Olin H. Landreth, of Union college, Schenectady; John L. King, of Syracuse; George W. Rafter, C. E., of Rochester, and Charles Finch, of Glens Falls.

It is understood here that a Rochester newspaper man, who is close to Mr. Aldridge, is a candidate for the secretaryship of the commission. The bill creating the commission carried an appropriation of $5,000 and provided for a secretary whose salary is not to exceed $2,000 a year. In view of the small appropriation and with a knowledge that Governor Odell is not disposed to look with favor upon deficiency bills, it is not likely that the secretary's salary will be fixed at a figure that will tempt any one to take up his residence in Albany for the remainder of the year. Under the terms of the law the commission is to report to the legislature of 1903 and then its existence ceases.

State Engineer Talks.

In discussing the work to be done by the commission State Engineer Bond said yesterday:

The commission will naturally consider the several rivers which have caused the greatest damages heretofore, with a view of investigating the causes of the floods, and recommending the most economical and successful methods for obviating their occurrence.

During the past winter one of the rivers which caused considerable damage was the Mohawk and its several tributaries, which suddenly emptied a heavy flood with anchor ice into the Hudson river at Cohoes, the effect of which was to form a dam at or near Castleton, thus backing up the waters of the Hudson and flooding those parts of Albany and Troy and vicinity which is. two years, the department of the state engineer and surveyor has been working in co-operation with the United States geological survey is gauging the volume of the discharge of streams throughout the state. The result of this work, while of great interest from a scientific standpoint as affording a basis of calculation in estimating the probable supply of water for various purposes, has also proven of special importance in the discovery of many heretofore unknown valuable water powers adapted to commercial uses."

The data which have been obtained in these gaugings with numerous illustrations and hydrographs, form a considerable part of the annual report of State Engineer Bond for 1901, which report is just issued and will doubtless be utilized to the fullest extent by the commission during its investigations.

Value of Water Power.

"The great value of the water-powers of this state has long been recognized; but until recently the fact that on nearly every stream there are valuable powers which have been allowed to be undeveloped has not been sufficiently noted. During the past

Herald."
Apr. 26th 1902.

COUNCIL PLEDGES SUPPORT

Aldermen Unanimously Adopt Resolution To Co-operate With the Citizens' Committee in Bringing New Factories to Rochester.

BUSINESS MEN ARE ALL HUSTLING NOW

Members of Committee of Thirty Are Doing Missionary Work Preparatory To Starting Subscription Paper--No Trouble Expected About Raising Money--Exact Location of Site for New Factories Given.

The members of the Citizens Committee in charge of the Rochester boom were working like beavers yesterday. No formal meeting was held and the subscription paper to raise the money required for land options in the vicinity of Lincoln Park was not put in active circulation, but each individual member, who had constituted himself a committee of one to hustle, was doing missionary work.

When the Common Council convened at its adjourned meeting yesterday afternoon, the Aldermen rose to the emergency and on motion of Alderman Kelly this resolution was unanimously adopted:

"Whereas, It is learned from the newspapers that a committee of public spirited citizens is engaged in the undertaking of bringing factories to Rochester that will increase the population to a large extent, and the merchants of the city and help business generally,

"Resolved, That this Common Council extend to Citizens Committee its most hearty co-operation in the effort to boom Rochester industries and pledges its aid in all proper way to bring about the results sought."

Aldermen Go on Record.

In presenting the foregoing resolution, Alderman Kelly spoke at length, urging that the Citizens Committee should be sustained in every possible way by the Common Council. He said he did not know whether any matter would come before the council later for action; but he thought the committee was entitled to the cordial support of the legislative body of the municipality and assurance should be given that the council stood ready to back up any efforts in any way it could be legally done.

Alderman Judson seconded the motion, also speaking earnestly on the subject. He said he thought the committee was engaged in a work that deserved the support of every citizen of Rochester.

Council Will Approve Law.

The significance of this council action, aside from the moral support given the movement, lies in the fact that among the objects sought to be attained by the committee is the promise that permission will be secured for the use of city water, if the factories are located outside the city line at Lincoln Park as proposed. This permission to connect with the city water mains can only be secured through a special Legislative act and as the Legislature will not be in session until next January, the promise must be taken on faith.

But this act would be a local bill that must come before the council for approval before it can become a law. The action taken by the council yesterday on Alderman Kelly's resolution pledges the Aldermen in advance to approve such a bill, if it comes up formally next winter.

An Official Welcome.

Moreover, it is hoped that the council

Alderman Kelly's Resolution.

"Whereas, It is learned through newspapers that a committee of public spirited citizens is engaged in the undertaking of bringing factories to Rochester that will increase the population to a large extent, and the merchants of the city and help business generally,

"Resolved, That this Common Council extends to the Citizens Committee its most hearty co-operation in the effort to boom Rochester industries and pledges its aid in all proper ways to bring about the results sought."

will carry much weight, indicating that the newcomers can be assured of fair treatment in matters that may come before the lawmaking branch of the city government.

Work will begin Monday to get together the subscriptions that have been promised informally by the various members of the committee. No one has undertaken to add together the promises that have been made, but those who have been most active in canvassing are the most sanguine that no serious difficulty will be found in raising the money.

As has been stated, short time options, running thirty or sixty days, have been secured on certain property in the territory known as Lincoln Park, a short distance west of the city line in the town of Gates. It is figured that about 37 acres will be needed for the use of the two factories which it is expected will come to Rochester—the Pfaudler company from Detroit and the Pneumatic Signal Company from Troy. One tract, containing about 21 acres, has been secured east of the tracks of the Buffalo, Rochester & Pittsburgh Railroad, and another tract of sixteen acres has been secured west of the tracks.

Options on Forty Acres More.

In addition, it is learned that options have been secured on over forty acres more, immediately west of the property referred to, which will probably not be needed and on which the options will be permitted to lapse. The additional options were taken to provide against a possible contingency of trouble and to insure that some choice might be left in selecting the property. It is also learned that options have been procured to extinguish a number of short term leases, where preparations have already been made by farmers to put in crops.

These options were all secured before The Herald made public the story of the proposed operations in the vicinity. Small payments have been made, so there is no legal way by which the owners can refuse to deliver deeds for the property on presentation of the cash within the specified time. These options were negotiated

companies proposing to locate here—will

Options in Name of John Doe.

John F. Alden is the man who had direct charge of these negotiations, but it is needless to say that the options were not taken in the name of the manager of the American Bridge Company or any other prominent business man. Their attempts to secure options directly might give rise to suspicions in the minds of the sharp witted farmers who owned the land. So the plan was adopted to have the options made out in the name of a Gates farmer. He is the John Doe in the ideal, representing thirty of the most influential business men of Rochester, whose connection with the deal was thus kept concealed.

It is claimed that these options were secured at very reasonable rates and that no more than the fair market value of the land will be paid, owing to the shrewdness of the men in control of the negotiations.

Exact Location of Site.

The exact location of the proposed sites has not yet been printed, but there is no longer any special reason for concealment on this point, while there is a widespread and general interest on the part of the public in learning all that can be told legitimately of the deal that promises so much for Rochester prosperity.

The two tracts in question, one of twenty and the other of sixteen acres, are intersected by the Buffalo, Rochester & Pittsburgh road a short distance from the place where that road leaves the New York Central road and curves to the southward, just outside the city limits. The land is about 300 rods from the end of the West Avenue car line, lying between the extension of West Avenue and Chili Avenue.

The old Kellogg property, now owned by Thomas Smythe, is located on both sides of Buell Street, formerly known as the Buell road. The tract on which options have been secured adjoins the west line of the Kellogg property, a short distance westward of Buell Street. The Co-operative Foundry, which is one of the most familiar land marks in the vicinity, is only a short distance to the east.

Railroad Facilities.

The proposed property is now devoted to farming purposes, so there are no expensive buildings to raise its cost, yet at the same time it is so near the line that all the advantages of the city can be offered.

This spot is within hailing distance of three railroads, the New York Central the Buffalo, Rochester & Pittsburgh and the Western New York & Pennsylvania. This insures exceptionally good shipping facilities, as switches could be run to the factories by all three roads and the competition in freight rooms will always be assured.

Water Supply and Sewer.

It is stated there are some excellent wells on the land that if sunk deeper and enlarged might in themselves provide an adequate water supply for the use of the factories. But, of course, city water will also be offered in addition, to insure a permanent supply in all emergencies. Connections can be made with the city mains for a slight expense, and the factories will be required to pay only the regular water rates paid by other factories in the city limits.

It has been discovered that the territory in question has been assessed for the west side sewer, so that all the sewer facilities needed can be found by connecting with the big sewer without any possible objection, legal or otherwise.

It is expected the deals can be definitely closed next week and the contracts signed. So far as the Pfaudler Signal Company, the larger of the two enterprises concerned, the active members of the committee think there is little question but that it will be located there.

Detroit In Also Hustling.

In the case of the Pfaudler Company it is learned that the Detroit Chamber of Commerce has been making strenuous efforts within the last two days to retain the plant in that city. The board of directors of the company has adopted resolutions and had plans drafted for a new factory. The question of the place of removal has been left to a committee of three, of which E. G. Miner, jr., of this city, the vice president of the company, is a member. Mr. Miner is a loyal and enthusiastic Rochesterian and he is using all his influence to bring the company's plant to this city, where the main offices of the company are now located.

Rochester Has Big Advantage.

Other considerations being equal, Rochester can have the factory, but the efforts of the Detroit Chamber of Commerce to retain the plant in that city will be watched with close interest and with some apprehension for the next few days. The members of the committee are confident, however, that Rochester can offer the best advantages and they are relying on the influence of Mr. Miner to bring about the desired result with the company in which he is a heavy stockholder and an active official.

No Trouble About the Money.

It was stated last night that while the actual cash had not been paid in, or the signatures attached to a subscription paper, that this was the least of the trouble. The Rochester boom has supporters who will never let it go to pieces for the lack of $25,000 or twice that amount. One member of the general committee said yesterday that he had interviewed at the

outset to raise $1,000, but he had already secured promises of $2,000 and he stood ready if necessary to stand as one of ten men, or one of five men, to make a personal guarantee to the extent of $25,000 if necessary. It is known that other members of the committee have promised as high as $1,000 personally and several $500 subscriptions are promised from members of the committee.

Significance of the Movement.

Said a member of the committee in talking to a Herald reporter last night: "This is a critical time for Rochester and I believe all the business men on the committee realize that fact. Now is the time to give Rochester a boom. There is not alone involved the question of getting two big factories at Lincoln Park that will bring 2,000 or 3,000 people to Rochester. But just as soon as these two factories are located, we expect to follow up the advantage immediately with two or three more factories of almost equal size. This is the beginning of a boom that will cause Rochester to forge ahead in the next decade more than in any previous decade since the city was incorporated.

"I deplore even the slightest effort to disparage the Chamber of Commerce in this matter. Every member of the Citizens Committee is a member of the Chamber of Commerce. Our only object in working through a smaller committee was that the Chamber of Commerce is a large and unwieldly body. It was necessary to take prompt and effective action and this could easiest be done by a smaller and more informal organization. We want the active support and co-operation of every member of the Chamber of Commerce and of every business man in Rochester. This is a time to stand together, to stop knocking to put aside petty jealousies and to put Rochester out of the rut."

CITY DEBT CONFERENCE.

Dem. Apr. 26 1902

To Be Held at the Chamber of Commerce on the Evening of May 5th.

Mayor Rodenbeck has fixed May 5th as the date for holding the conference for a discussion of ways and means by which local improvement assessments may be paid by the property assessed, without the cost being advanced by the city under contractors' orders. The mayor believes that if such a plan can be perfected and put into operation the city debt can be kept down very materially.

The conference will be held at the Chamber of Commerce rooms in the evening and the members of the common council, the local legislative representatives and the members of the chamber will be asked to attend. The chamber had arranged for a discussion of the city debt limit on the same night, and Secretary Ives suggested that the conference recommended by the mayor be held at the same time and place.

To Discuss City Debt Limit.

The subject to be discussed at the next meeting of the Chamber of Commerce is "The Debt Limit and Local Improvements," meaning the debt limit of the city. This is expected to be an important meeting and Mayor Rodenbeck has been asked to attend and participate. Commissioner McClintock and Comptroller Johnston are expected to speak. The chamber will be represented in the discussion by President Brewster and Daniel B. Murphy. May 5th is the day of the meeting.

Dem. Apr. 26 1902

MUSIC IN THE PARKS.

Labor Unions Wanted Board of Estimate to Appropriate $5,000.

Mayor Rodenbeck recently received a letter from J. T. Pierce of the Central Trades and Labor Council stating that at the last meeting of the council a resolution had been adopted requesting the Board of Estimate to appropriate $5,000 this year for music in the parks.

The board did not do this because it had no authority, but it is expected that the park board will use a liberal proportion of its funds for music in the parks and that subscriptions by citizens and the Chamber of Commerce members will be large.

Dem. Apr. 26 1902
Democrat
AND CHRONICLE,

KNIGHTS OF ST. JOHN IN JUNE

TO HOLD TWENTY-FOURTH ANNUAL MEETING HERE.

TWENTY THOUSAND COMING

Committees From the Local Regiment Are Making Preparations to Entertain Delegates From Every State and Canadian Province.

In June of last year the convention of the supreme commandery of the Knights of St. John in Cincinnati unanimously decided on the city of Rochester as the place for holding the twenty-fourth annual gathering of the order. The Rochester delegation accepted the honor and has sent out to all the commanderies in the country a beautifully engrossed invitation to come to the Flower City on June 23d to 26th.

The invitation is very attractive and contains many items of interest that will be acceptable to Rochesterians as well as to Order Knights who are not acquainted with the city which is to set an over host. A short history of the city is given, with an account of the advantages, both natural and acquired, which it possesses in the way of business and residence. Plenty of space is devoted to the parks and the neighboring summer resorts.

In giving details of interest specially to members of the order, it is stated that there are in the city nineteen Catholic churches and nineteen parochial schools. Attention is called to St. Bernard's seminary, which was founded in this city by the supreme spiritual adviser of the order Bishop McQuaid. At present there are more than one hundred young men housed there who are being trained for the work of the church. Ranking so highly among the Catholic institutions of the country, the visiting delegates will find in a visit to the beautiful buildings and grounds that the cost of a trip to the city is worth while.

In addition to the invitations which have been sent out, the local officials are engaged in the preparation of a souvenir programme which it is thought will be superior to anything in that line that has been gotten out in the city in some time. It will contain over two hundred pages and will really be more like a book than a pamphlet. A great many local institutions will be featured and the production will be important as a guide to the city. In addition there will be a brief history of the order of Knights of St. John, whose origin is believed to have been in the city of Amalfi in the year 1040. There will also be histories of the local commanderies, together with the cadets and auxiliary. One of the chief features will be the photographs of local commandery, city officials, the city and government buildings and the Catholic institutions.

The executive committee is made up of the following sub-committees:

Executive—Colonel H. N. Schick, chairman; Lieutenant-Colonel John P. Smith, secretary; Aide-de-Camp Frank J. Schwalb, treasurer.

Finance—Captain M. Weismiller.

Railroad and transportation—Lieutenant Frank J. Koch.

Souvenir and printing—Sir Knight John B. Nickel.

Badges—Captain J. Wahl.

Street decorations—Adjutant George J. Weider.

Music—Major Charles Hohman.

General reception—Captain Joseph P. Freund.

Bureau of information—Sir Knight George Gabe.

Church and services—Rev. M. J. Hartfelder.

Hotel—Paymaster Joseph Stalknecht.

Press—Lieutenant-Colonel John D. Smith.

Hall and decorations—Major J. Hesslinger.

Prizes and prize drill—Captain Edward Braun.

Ladies' auxiliary—Captain August Krenzer.

Entertainment and banquet—Major Joseph P. Leinen.

Horses—Captain Gottlieb Christ.

It is too early for the preparations to be completed, but they are approaching completion as fast as continuous work can accomplish. Preparations for the accommodations of delegates have been made. The headquarters will be at Powers hotel, while delegates will be accommodated at the Livingston, Osburn, Eggleston, Bristol, Chapman, National, Forester, Clemson, Atlantic, Franklin and Freiburg hotels.

The convention will hold its sessions at St. Joseph's hall on Franklin street. The rooms of the Chamber of Commerce have been offered for the use of the Ladies' Auxiliary. The gathering will be representative of all the states and territories of the nation as well as all the provinces of Canada, and it is expected that the list of delegates and visitors will reach the 20,000 mark.

Among the attendants will be the entire Buffalo regiment, which will be accompanied by the Seventy-fourth regiment band. The regiment is composed of nine commanderies formed into two battalions, under the command of Majors A. F. Kraus and Peter Hock. Among the supreme officers who will be in attendance are:

Supreme spiritual adviser—Rt. Rev. B. J. McQuaid, Rochester.

Supreme president—Henry J. Fries, No. 242 East Eighth street, Erie, Pa.

Supreme first vice-president—Jacob J. Nunold, Rochester.

Supreme second vice-president—Thomas McFarland, Philadelphia.

Supreme secretary—M. J. Kane, No. 43 Church street, Buffalo.

Supreme treasurer—John B. Todenbier, care People's Savings Bank, Detroit.

Supreme medical examiner—F. M. Boyle, M. D., No. 820 Elk street, Buffalo.

Supreme counsel—C. L. O'Connor, Buffalo.

Adjutant-general—T. H. Lieweck, No. 105 Perrine street, Dayton, O.

The programme has not been completed to the finer details but the general plan of arrangements has been laid out. On the morning of June 23d, Monday, the knights will attend service at St. Patrick's cathedral, where Bishop McQuaid will preach the sermon. In the afternoon the grand parade will be held, the line of march for which has not been arranged. On Tuesday morning the prize drill, which is to be one of the features of the convention, will be held. New tactics have recently been adopted and the drill will follow these. The prizes will be $250. On the same morning the knights will attend in full uniform the celebration of requiem high mass for the repose of the souls of deceased knights, at St. Michael's Church, at which the chaplain, Rev. M. J. Hargather, rector of the church, will officiate. After this service the delegates will assemble in executive session until the business of the convention is completed. The programme will be concluded on the last day with a banquet.

Rochester commanderies are holding regular drills in anticipation of the contest in the grand prize drill. The inspection of the first battalion was held on Friday last with the exception of the Knights of St. George commandery, which will be reviewed this evening at Germania hall.

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ROCHESTER CHAMBER OF COMMERCE

MONDAY, APRIL TWENTY-ONE,
NINETEEN HUNDRED TWO,
AT EIGHT O'CLOCK P. M.,

MR. HENRY C. MAINE, Associate Editor Democrat and Chronicle, and MR. C. C. LANEY, Superintendent of Rochester's Park System, will address the members of the Chamber of Commerce and their families on the subject

"AN EVENING WITH THE TREES,"

illustrated by 200 views shown by Mr. Geo. W. Wackerman.

The views of the flowering shrubs and trees are from the immediate vicinity of Rochester.

There will also be shown the elm at Cambridge, under which Washington took command of the patriot army; the historic fields on the Upper Hudson; the highly ornamental bronze guns captured at Saratoga and Yorktown, and the interesting elms growing on earthworks thrown up during the Revolution.

The addresses are sure to be full of interest.

Those intending to be present, will oblige by being in their seats not later than 8 o'clock, before the hall is darkened.

Rochester, N. Y., April 18, 1902.

John M. Ivory
Secretary.

Democrat & Chronicle 4/22/02

New Building.

A large Rochester manufacturing concern wants local capitalists to erect for it a building of the slow burning construction type, three stories high and with about 10,000 square feet of floor space on each floor. The firm will take a ten-year lease at a fair rental. Two hundred hands are employed by the firm. Further information may be obtained of Secretary Ives, of the Chamber of Commerce.

Chamber of Commerce Meeting.

The regular monthly meeting of the Chamber of Commerce will be held in the Assembly Hall at 8 o'clock Monday evening, May 5. A discussion on "Rochester's City Debt Limit and Local Improvements," will be participated in by Senators Armstrong and Lewis, Mayor Rodenbeck, Commissioner of Public Works McClintock, President Henry C. Brewster and others. Luncheon will be served.

Democrat 4/29/02

MAY 3, 1902.

PAY-AS-YOU-GO PLAN FAVORED

COMPTROLLER JOHNSTON ON THE CITY DEBT.

OPPOSED TO HIGHER LIMIT

Chief Fiscal Officer of the City Thinks the Constitutional Restriction All Right as it Stands—Against Long-Term Indebtedness.

Comptroller Johnston is not to attend the Chamber of Commerce meeting next Monday night, at which various questions bearing on the city debt are to be discussed, but his views on the interesting subject are not to be unknown because of his absence from the conference. Yesterday he authorized a statement in which those views were set forth with clearness, and which undoubtedly will be read with interest by the great body of property owners. The statement follows:

"The comptroller has already been quoted as saying that any discussion on the city's debt limit along the lines suggested by the mayor's recent questions was inopportune, for the following reasons:

"First: The city's indebtedness was at its highest two years ago, when it was largely in excess of the constitutional limit.

"Second: Since that time it has been considerably reduced, and if its franchise valuations are adjudged as real estate, it [illegible]

Rings ..... 5 per cent. or $1,000
Sewer indebtedness ..... 10 per cent. or 200
Prospective street improvement ..... 10 per cent. or 200
Prospective sewer improvement ..... 5 per cent. or 100
Total incumbrance ..... 75 per cent. or $1,500
Prospective sewer improvement

ILLUSTRATION B.

Loan Association or Individual Mortgage.
Mortgage ..... 65 per cent. or $1,300
City indebtedness ..... 10 per cent. or 200
Prospective street improvement ..... 10 per cent. or 200
Prospective sewer improvement ..... 5 per cent. or 100
Total incumbrance ..... 90 per cent. or $1,800

If the constitutional limit should be increased to 15 per cent., the foregoing illustration would be changed as follows:

ILLUSTRATION A.

Savings Bank Mortgage.
Mortgage ..... 60 per cent. or $1,000
City indebtedness ..... 15 per cent. or 300
Prospective street improvement ..... 10 per cent. or 200
Prospective sewer improvement ..... 5 per cent. or 100
Total incumbrance ..... 80 per cent. or $1,600

ILLUSTRATION B.

Loan Association or Individual Mortgage.
Mortgage ..... 65 per cent. or $1,300
City indebtedness ..... 15 per cent. or 300
Prospective street improvement ..... 10 per cent. or 200
Prospective sewer improvement ..... 5 per cent. or 100
Total incumbrance ..... 95 per cent. or $1,900

"These illustrations will apply to less expensive properties and persons with smaller incomes, and also to more expensive properties and persons with larger incomes, and it is admitted that they are extreme, that they are used simply to show the possibilities of real estate indebtedness, and that they show that the margins for safety are exceedingly small.

"It should, however, be remembered that there are numerous cases where the reality is worse than the illustrations—cases where values have diminished since the real estate mortgages were made; cases where the property will not sell for the assessed valuation; cases where rent receipts have been diminished, and where incomes are not as large as those mentioned. Every officer and trustee connected with the various savings banks, trust companies and loaning institutions, knows that these cases exist, and in view of them the comptroller does not think it wise to increase the present debt limit.

"In considering this question, it might be well to divide the property owners into two general classes: First, those whose property is mortgaged from expediency or necessity, and, second, those whose property is not mortgaged and who are able and desire to pay as they go. All of this latter class will naturally be opposed to any increase in the constitutional debt limit, all of the former class should be protected as far as possible from any increase in it, because the present amount, in many instances, is all or more than they can bear.

"Municipal or mortgage indebtedness is different in its nature from short-term indebtedness incurred for the purpose of manufacturing purposes. The latter is generally incurred for the purpose of profit, and is paid from the proceeds of the merchandise, while the former is generally incurred for business or dwelling purposes, and is paid or to be paid from profits or wages.

"Profits and wages are not always steady and reliable, but real estate is certain to experience notable, if not radical changes every ten or fifteen years, and while in some localities these changes increase the valuation of real estate, it is equally true that in other localities these changes diminish it, and municipal, mortgage or other long-term indebtedness should always be considered from a conservative viewpoint; hence another reason for not thinking it wise to increase the present debt limit.

"The debt limit question should always be considered in connection with the present or prospective rate of taxation. Individuals, firms or private corporations are not justified in incurring indebtedness without making adequate or reasonable provision for its payment; neither are municipalities or other officials. Municipal officers can approximate closely the amount required for ordinary current expenses, and they can also approximate with nearly equal closeness the amounts required for extraordinary expenditures during several succeeding years. These in well-governed cities should not be greater than the ability of the masses of property owners or taxpayers to pay for them on the 'pay-as-you-go' plan. Expenditures should be conditioned upon wages or income, and, conversely, wages and income should be adequate for necessary expenditures.

"If the wages and income of the masses are not sufficient for something more than ordinary municipal expenditures, that fact alone would justify the postponement of extraordinary expenditures, and if wages and income are sufficient for extraordinary expenditures, then long-term and excessive indebtedness should be restricted as far as possible and current taxation should be correspondingly increased. If, for sufficient cause, certain extraordinary or special expenditures see urgent, city officials should take the taxpayers fully into their confidence, explain the cost, its effect on taxation, now and in the near future, and get their intelligent approval of them.

"The taxpayers as a whole are liberal-minded regarding necessary public improvements, and if they feel that they cannot afford such improvements, why not respect their judgment and wishes? Why delude and deceive the taxpayers with the idea that they need not specially concern themselves about the proposed expenditures, because they will be protected by a bond issue, and that 'posterity' will pay it?

"Some twenty years ago the present free academy building was built at a cost of $75,000, and it could have been fully paid for in five years by adding to the current taxes only 25 cents for each $1,000 of the assessed valuation. The officials of that time believed in indebtedness for 'posterity' to pay, and [illegible]

limit.

"Third: That the cause of the city's large indebtedness was due mainly to the practice, previous to 1896, of incurring large obligations without making adequate or reasonable provision for their payment, and to inadequate tax levies.

Fourth: The city's expenditures, beginning with next year, will be reduced $120,000 annually through its interest account, because of refunding its large issue of water bonds on a 3 1-2 per cent. basis, and this amount can be utilized to reduce the city's indebtedness.

"Fifth: The property owners making local improvements have acquired the right to borrow the city's credit temporarily, especially as they pay all interest charges and something additional for the privilege, and also as their improvements add to the amount of the city's real estate valuation.

"A discussion of the debt limit question in different forms is now pending before the Chamber of Commerce. The comptroller has a previous engagement elsewhere and will be unable to attend the Chamber of Commerce meeting, but he is perfectly willing to be quoted on that form of the question. There, the proposition is on the expediency of recommending that the constitutional limit be increased from 10 to 15 per cent. of the city's real estate valuation, and the principal reason given for such increase is the alleged inability of the city to sell its high school bonds.

"It should be remembered that the bond purchasers raise only two questions of importance, namely: First, they want a judicial decision, adjudging franchise valuations as real estate for borrowing purposes, within the meaning of the constitution, and, second, a judicial decision confirming the constitutionality of the franchise valuation law.

"If these two questions are decided favorably, the debt limit question will not be a factor, and the bond purchasers will cheerfully take the bonds. Meanwhile, the city's interests will not be embarrassed, because of the recent legislative action authorizing the issue of the city's notes or certificates, pending the sale of its bonds, for the reason that bankers will loan with less scrutiny and greater freedom upon short-term certificates, than many investors will exercise in purchasing long-term bonds for investment purposes, the difference being substantially that between borrowing from a discount bank on a short-term note and borrowing from a savings bank or individual upon a long-term mortgage. The high school bond issue should not, therefore, be treated as a controlling or even important factor in the present debt limit controversy. The present constitutional limit of a city's borrowing ability is 10 per cent. of its real estate valuation, and here are some illustrations of the possibilities under it, each based on a piece of property valued at $2,000, on some unimproved street, say a lot 40 feet front, valued at $800, and a dwelling upon it valued at $1,200, occupied by some person of moderate means, having an income of from $12 to $15 a week:

[illegible] as some officials believe [illegible]. What has been the [illegible] the period mentioned the building has outlived its usefulness; the people who used it paid practically nothing for the privilege; posterity was called upon to provide the $75,000 for the payees paid an interest account of $105,000 for the loan.

"Thirty years ago the present city hall building was built at a cost of $355,000. It could have been paid for in ten years by adding to the current taxes 50 cents for each $1,000 of the assessed valuation, but the officials of that time believed in indebtedness for 'posterity' to pay, and the former generation paid nothing for the privilege of using it. Recently, the present generation was called upon to provide for the payment of the bonds, and meanwhile the taxpayers have paid an interest account of $740,500 upon them.

"Take the city's experience with its original water conduit. It was constructed thirty years ago at a cost of $3,182,000, and the money was raised by a bond issue running for thirty years, in the belief that 'posterity' would pay a goodly portion of it before the bonds matured. The bonds are about to mature, 'posterity' will be obliged to take care of them in full, the capacity of the conduit has been outlived, and during the interim the city has paid an interest account of $6,082,200 on this particular loan. If, at the time the original conduit was constructed, taxes had been increased 50 cents a year for each $1,000 of assessed valuation, the city would by this time have had at least $1,500,000 to apply on the bonds, and it would also have saved a considerable amount of the large interest account.

"Take the case of the new high school building in process of construction. It will cost complete nearly $300,000, but it will be paid for in full during the next five years by the people who are going to use it, with only a nominal expense for interest and without any increase in the present rate of taxation.

"Which is the preferable method, this one or the one used in building the old free academy? It is well understood that interest charges now are much less than they were thirty years ago, but the principles involved in long-term and excessive indebtedness remain unchanged.

"These illustrations show conclusively that it is wiser and safer for property owners to pay a higher rate of taxation and thereby reduce the amount of permanent or long-term indebtedness, rather than make taxation low and indebtedness excessive. They are not intended to convey the idea that expensive and permanent improvements should be paid in a short and restricted time, but simply to show the wisdom of requiring the present generation to pay in installments its reasonable share of such improvements whenever they are made.

"The experience of our city during the last thirty years shows that taxation and indebtedness were less thirty, twenty and ten years ago than they are at present, or are likely to be in future, and, inferentially, that experience shows that the last generation was as well or better able to pay its share of the cost of public improvements than the present generation, or what, at that time, was 'posterity.' In this respect history is quite likely to repeat itself, and it is reasonable to assume that our 'posterity' will not be any better equipped to pay taxation and indebtedness than the present generation.

"It is plain, if taxation continues on the basis of $17 or $18 for each $1,000 of assessed valuation, that the present large indebtedness will soon be materially reduced, that the debt limit question will no longer be a subject of controversy; that our city's credit will be considerably enhanced, and that there will be ample resources for all reasonable and necessary public improvements.

"The comptroller believes that the 'pay-for not thinking it wise to increase the present debt limit.

"The comptroller believes that the 'pay-as-you-go' plan, involving a rate of taxation not exceeding $17 or $18 for each $1,000 of assessed valuation, is altogether preferable to an excessive indebtedness, and he is therefore unconditionally opposed to debt limit tinkering by any schemes or subterfuges, or to any increase in the present constitutional limit."

COMPTROLLER'S APRIL STATEMENT SHOWS DECREASE IN CITY DEBT

Counting Franchises as Real Estate the Debt is Below the Constitutional Limit---Respects Paid to Senator Armstrong.

Comptroller Johnston's latest debt statement shows the state of the city's finances under date of April 30th. The statement discloses the fact that the city is steadily whittling down its indebtedness, and that during last month the decrease amounted to $48,880.82. The aggregate debt, computed by the comptroller at $10,414,317.31, is still $117,430 in excess of the 10 per cent. constitutional limit, under the assessed valuation of the real estate of the city for 1901, but counting the special franchises as real estate it is $316,460 under the limit.

The comptroller accompanied his debt statement by a brief note bearing the headline, "To whom it may concern," in which he says:

"Here is another of those debt statements that Senator Armstrong told Governor Odell, at the hearing on the police ripper bill, the comptroller was making each month for the purpose of 'discrediting the present administration.' The senator did not claim that these statements were incorrect, simply that they were discrediting, but the comptroller knows of no good reason for withholding the information in these statements from the public for the purpose of pleasing the genial senator and avoiding his wrath in future."

The statement follows:

The following statement, known as schedule "D," shows the city's indebtedness under date of April 30, 1902:

FUNDS.	Itemized Liabilities.	Total Liabilities.	Cash Resources.	Indebtedness.
*General fund, 1902—				
Bills payable	$650,000 00	$650,000 00	$650,000 00	
Overdue taxes fund—				
Bills payable	100,000 00			
Bills payable	360,000 00	460,000 00		460,000 00
Outstanding claims				
Local improvement fund—				
Bonds	500,000 00			
Bills payable	1,050,000 00			
Contractors' orders	225,092 62	1,775,092 62	20,944 00	1,755,148 53
Credit balances—Interest				
E. S. T. S. fund—				
Bonds	875,000 00			
Bills payable—Construction	67,000 00			
Bills payable—Assessment	39,000 00	981,000 00		981,000 00
General fund—				
Bridge bonds	300,000 00			
Consolidated bonds	100,000 00			
Railroad bonds	740,000 00	1,140,000 00	106,946 20	1,033,053 80
Park fund—				
Bonds	280,000 00	280,000 00	20,447 13	309,552 87
High school fund—				
Bonds	150,000 00	150,000 00	29,252 47	120,747 53
Genesee Valley R. R. fund—				
Bonds	72,000 00	72,000 00	70,559 01	1,440 99
Water fund—				
Bonds	4,032,000 00	4,032,000 00	50,000 00	4,882,000 00
Water fund—Special—				
Bonds	410,000 00	410,000 00		410,000 00
Water pipe extension fund—				
Bonds	250,000 00	250,000 00	65,260 15	184,739 85
Hemlock lake watershed fund—				
Bonds	200,000 00			
Bills payable	150,000 00	350,000 00	73,366 20	276,633 80
Aggregating	$11,531,092 62	$11,531,092 62	$1,116,775 23	$10,414,317 37
Comparison with preceding month	11,473,413 00	11,473,413 00	1,037,112 49	10,416,300 51
Decrease				1,983 14
Comparison with January 1, 1902	$10,763,766 59	$10,763,766 59	$488,496 34	$10,275,270 27
Increase				139,047 10
Comparison with January 1, 1901	$11,621,400 91	$11,621,400 91	$837,706 03	$10,783,694 88
Decrease				369,377 51
Assessed valuations for 1901—				
Real estate				$102,993,875 00
Franchise				4,339,436 00
Personal				9,145,662 03
Aggregating				$116,448,073 00

*The constitution excludes this item in determining the 10 per cent. limit. It is, however, recognized and offset in the corresponding item of cash resources, because its payment is provided for in this year's tax levy.

Herald May 5, 1902

THE ROCHESTER

COMPARATIVE CITY EXPENDITURES

Increase in Cost of City Government $66,679 in Four Months of Which $19,588 Comes in April, Compared With Same Periods Last Year--Increases Due Largely to School Buildings and Aldermanic Salaries.

Comptroller Johnston gave out for publication this morning Schedule B; a schedule that has become the most interesting of the various schedules appearing from Mr. Johnston's literary bureau with never failing regularity.

This schedule is the comparative expenditures for the present year and for the same month last year. It shows the municipal expenses for April this year were $190,392.45 against $170,804.40 last year. The expenditures for the first four months of this year are $701,985.83 against $635,306.30. In other words the Rodenbeck administration has, during its first four months in office, spent $66,679.53 more than was spent by the Carnahan administration last year for the first third of the year; of this increase $19,588.05 comes in the month of April.

The main increases come in the Department of Legislation, due to the fact the Aldermen are now drawing salaries and in the Department of Education, whose expenses are swelled by the extensive building operations now in progress. The expenditures in the other departments are running about the same as last year, some more and some less.

The expenses in the educational department for last month were $89,615.66 against $49,376.88 for April one year ago, showing an increase this year of $20,241.78, which is more than the net increase of the entire municipal budget for the month. Most of this increase is due to the purchase of school sites and school building construction. The increase of the council expenses due to Aldermanic salaries is from $1,059.90 to $2,286.95, an increase of $1,349.05 from this cause.

The increase in April in the school and council funds aggregates $20,190.83, while the total increase over a year ago for April is only $19,588, showing that aside from these two departments the cost of the city government was $2,000 less this April than last April.

Comparing the totals for the first four months, showing an increase of $66,679.53 for the present administration, it is found that $48,995.45 of this amount is due to the increased expenditures in the school fund and $5,032.60 is due to the increase of the council fund, leaving only an increase of $12,648.48 to be divided among all the other departments of the city. The increase in the expenditures of the Comptroller's office this year is from $2,779.59 to $4,166.75 for the first four months of the year. The expenses of the Corporation Counsel's office during this same period shows a decrease from $4,706.56 spent by Mr. French in four months to $4,128.01 spent by Mr. Sutherland.

Accompanying Schedule B given out by the Comptroller, was this statement attached, addressed "To whom it may concern:"

"Here is another of those expense statements that Senator Armstrong told Governor Odell, at the hearing on the Police Ripper bill, the Comptroller was making each month for the purpose of 'discrediting the present administration.' The Senator did not claim that these statements were incorrect, but simply that they were discrediting. Of course if the statements showed this year's expenses as being less than those of last year, they would not be unfavorable or discrediting, but because the expenses are greater than those of last year, the Comptroller does not think it wise to withhold the information in said statements from the public, for the purpose of pleasing the genial Senator and avoiding his wrath in future, or for any other purpose."

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DEPARTMENT OF FINANCE—COMPTROLLER'S OFFICE.

To the Honorable, the Common Council:

Gentlemen—The following statement, known as Schedule "B" shows the claim and salary audits during April (the claim and salary audits during January and April, inclusive, 1901 and 1902, the tax levy appropriations and additions and the balances to the credit of the various offices and bureaus at the date mentioned:

OFFICE OR BUREAU.	CLAIM AND SALARY AUDITS, 1901. April.	1901. January to April Inclusive.	1902. April.	1902. January to April Inclusive.
Contingent Fund—				
Mayor's office	$852 69	$2,160 18	$822 91	$2,248 81
Common Council and City Clerk's office	1,650 00	3,617 49	2,393 55	5,625 00
Comptroller's office	718 30	2,779 60	1,291 35	4,166 75
Treasurer's office	1,076 83	4,390 42	1,329 93	4,653 48
Corporation Counsel's office	1,382 89	4,706 96	1,070 72	4,928 01
Assessors' office	1,241 52	4,803 17	1,237 07	4,993 05
Municipal Court	577 64	2,329 66	788 41	3,117 59
Police Court	584 53	2,412 62	621 34	2,511 13
Examining Board of Stationary Engineers	30 00	120 00	30 00	120 00
Examining Board of Plumbers and Plumbing	50 00	206 00	50 00	207 20
Fire Marshal's office	327 05	1,308 74	350 00	1,415 24
Civil Service Commission	132 24	524 75	158 39	540 39
Dept. of Public Safety—General office	688 33	2,704 68	669 84	2,714 38
Aggregating	$8,582 33	$32,641 46	$10 569 21	$39,449 22
Dept. of Public Works—General office	$726 88	$3,374 77	$805 09	$3,231 39
Weights and Measures Bureau			221 67	492 04
Engineering Bureau	3,219 43	13,583 84	2,853 57	11,329 62
City Hall maintenance	1,180 52	4,841 57	1,263 68	6,009 84
Police building maintenance	780 09	2,865 68	880 35	3,036 91
Front Street building maintenance	252 36	1,232 49	194 71	841 20
Bath building maintenance	251 11	712 74	260 61	821 56
Aggregating	$6,409 96	$28,111 09	$6,563 58	$25,711 96
Department of Public Works— Street and Sewer Bureau	$24,708 78	$77,894 53	$21,983 72	$87,764 54
Water Bureau	7,859 98	31,469 13	8,522 27	31,229 75
Water Bureau—Rebates	6 12	44 14	.....	15 39
Water Pipe Bureau	34 79	66 04	.....	79 41
Lamp Bureau	20,342 50	60,971 00	21,321 83	61,908 17
Garbage Bureau	2,100 00,	6,377 52	2,047 50	8,190 00
Aggregating	$55,501 16	$176,803 54	$53,875 33	$189,271 87
Department of Parks	$3,320 73	$8,154 49	$2,959 10	$8,220 63
Department of Public Safety— Police Bureau	$16,182 03	$63,293 14	$16 388 50	$64,688 50
Fire Bureau	19,217 24	73,911 79	19,515 07	78,491 83
Health Bureau	2,232 79	8,302 48	2,256 72	7,959 38
Aggregating	$37,662 06	$147,507 41	$38,160 29	$150,749 71
Department of Charities	$8,330 50	$21,151 15	$7,904 05	$21,459 77
Miscellaneous— G. A. R. Relief Bureau	$1,490 50	$4,968 06	$1,194 43	$4,023 33
Liquor license rebates	46 25	2,125 05	136 05	1,221 07
Aggregating	$1,536 45	$7,093 61	$1,331 13	$5,245 09
Department of Public Instruction— Building and Site Bureau	$48 40	$14,942 40	$17,095 89	$51,194 23
Repair Bureau	765 53	1,288 86	736 75	2,141 50
Library Bureau	10 75	157 74	1,466 11	1,466 11
Contingent Bureau	9,149 76	36,945 52	10,250 39	41,668 61
Teachers' Bureau	39,442 46	158,372 03	40,797 30	163,839 54
Aggregating	$49,376 88	$210,704 54	$69,418 66	$260,699 99
Interest— Certificates	$1,093 33	$6,110 01	.....	$2,186 68
Aggregating	$1,093 33	$6,110 01	.....	$2,186 68
Summary— Contingent Fund A	$8,582 33	$32,641 46	$10,569 21	$39,449 22
Contingent Fund B	5,409 96	25,111 09	6,563 58	25,711 96
Department of Public Works	55,501 16	176,803 54	53,896 33	189,271 87
Department of Parks	3,320 73	8,154 49	2,959 10	8,220 63
Department of Public Safety	37,662 06	147,507 41	38,160 29	150,749 71
Department of Charities	8,330 50	21,151 15	7,904 05	21,459 77
Miscellaneous	1,536 45	7,093 61	1,331 13	5,245 09
Department of Public Instruction	49,376 88	210,704 54	69,418 66	260,699 99
Interest	1,093 33	6,110 01	.....	2,186 68
Aggregating	$170,804 40	$635,306 30	$150,392 45	$701,185 81

Rochester Chamber of Commerce.

The regular meeting of the Rochester Chamber of Commerce will be held in Assembly Hall, MONDAY EVENING, MAY 5, 1902, at 8 o'clock.

On which occasion

SENATORS ARMSTRONG and LEWIS,

MAYOR RODENBECK,

Commissioner of Public Works

McCLINTOCK,

PRESIDENT BREWSTER,

City officials, and members of the Chamber will discuss the important question of "Rochester's Debt Limit and Local Improvements."

The meeting is sure to be interesting and productive of good. Come and bring a friend with you.

At the close of the discussion luncheon will be served by Teall.

JOHN M. IVES,
Secretary.

Rochester, N. Y., May 2, 1902.

May 5, 1902.

DEBT LIMIT CONFERENCE

To be Held at the Chamber of Commerce This Evening.

Mayor Rodenbeck, Commissioner McClintock, Senators Lewis and Armstrong and Others to Speak.

Said Higher Debt Limit May be Advocated by Mayor—Prominent Citizens May Oppose This.

The mayor's conference in relation to the city debt limit will be held to-night in connection with the annual meeting of the Chamber of Commerce. The mayor has invited the members of his cabinet, the members of the Chamber of Commerce, the aldermen and representatives of the Central Trades and Labor Council to attend and take part in the debate and it is expected a large number of addresses will be delivered.

Mayor Rodenbeck has prepared an address himself which is of some length and it is said that Commissioner McClintock, City Engineer Fisher, Corporation Counsel Sutherland and Senators Armstrong and Lewis will also have something to say besides a representative of the Central Trades and Labor Council. Members of the Chamber of Commerce will also make addresses, including President Brewster.

The mayor has made elaborate preparations for the conference and has proposed two chief questions for the speakers to discuss. The first of these is whether the city has exceeded its legal limit of indebtedness and the second proposition is in case the city has is it advisable to change the method of paying for local improvements so contractors will have to wait for their pay until the assessments are levied and the taxpayers meet them. At present the city issues contractors' acceptances and carries the cost of improvements along as a part of the city debt until the citizens pay up.

Comptroller Johnston has issued a statement deploring the mayor's act in calling a conference on the city debt question at this time and stating that he will not attend the meeting. He holds that the city is better off financially than it has been since 1896 and that it is at least inopportune to bring up the debt matter at this time. The comptroller favors larger tax levies and fewer bond issues and says if this plan is followed the debt will take care of itself in the near future.

There is a rumor abroad to-day to the effect that some of the speakers invited to be present by Mayor Rodenbeck will urge that the debt limit be raised from 10 per cent. of the assessed valuation of the real estate of the city to 15 per cent. of the valuation. Senator Lewis for one may speak along these lines. This is the one course above all others which the comptroller opposes. He thinks 10 per cent. is high enough for the debt limit. He says if water works and other big improvements be taken care of by the generation which constructs them there is no need to increase the debt limit and claims that the only reason the city is now so near the debt limit is because in the past city's account of local improvements has not been provided each year to pay a part of the principal as well as the interest.

In case the mayor and his followers do urge an increase in the debt limit it is said several prominent citizens will oppose such a move. It is understood that a number of business men will attend the conference and openly antagonize any plan to increase the debt limit. These gentlemen have been giving the question of the debt limit considerable attention and will come prepared to talk at length on the matter.

May 6th. 1902

DISCUSSION OF THE CITY DEBT

MEANS FOR SOLVING THE VEXATIOUS PROBLEM.

SUGGESTION BY THE MAYOR

Special Short-Term Assessment for Local Improvements—Expressions of Opinion by Students of Municipal Matters.

When President Brewster called the regular meeting of the Chamber of Commerce to order last evening, there was a large attendance of members. The question for discussion was "Rochester's Debt Limit and Local Improvements."

President Brewster said that there seemed to be an impression in the community that the Chamber of Commerce is in favor of increasing the debt limit of the city. He said that such conclusion must not be drawn from the fact that free discussion was asked on the question. After such free discussion, members had their own opinions, and action was only taken by a majority of the chamber.

Mayor Gives His Views.

President Brewster then introduced his honor, Mayor Rodenbeck, who said, in beginning his address:

"The topic for discussion involves a consideration of the city debt and local improvements. The discussion of the one necessarily involves the other. The two subjects have a vital relation to each other. The last statement of the city's indebtedness issued shows that a large part of the city debt is made up of obligations contracted on account of local improvements. According to that statement contractors' orders, bonds and bills payable, issued on account of local improvements constitute over $1,700,000 of the city debt."

Mayor Rodenbeck then referred at some length to the provision of the state constitution, whereby the city is permitted, regardless of its indebtedness, to issue certificates of indebtedness or revenue bonds in anticipation of the collection of current taxes, and also bonds to increase the water supply running for twenty years, with a suitable sinking fund; which, however, are to be reckoned as a part of the debt in ascertaining its power to become indebted for other purposes.

The Mayor recalled the discussion that the debt limit has occasioned during the past half dozen years or more, and in conclusion said, in this particular:

"Indeed, when the present administration came into office, the city actually exceeded the limit of its indebtedness under the constitution. It has been reduced since that time by the payment of city hall bonds and in other ways so that it is now claimed by some, but disputed by others, that the city is within the constitutional limit."

With reference to the relation of local improvements to the city debt, the Mayor said in part:

The Source of Trouble.

An examination of the last city debt statement, issued April 30, 1902, may give some clew to the source of the trouble. This statement shows that the city is carrying along a vast amount of local improvements. Under the head of liabilities we find given the sum of $1,776,062.62. This amount is made up as follows: Local improvement bonds, $501,000; bills payable, $1,050,000; contractors' orders, $226,062.62. In addition to these amounts, there is an item in the debt statement of $81,000 contracted on account of the construction of the East Side trunk sewer. The total amount of these obligations assumed by the city on account of local improvements as shown by this statement is $2,750,062.62. This amount does not include unpaid general taxes, real and personal, which amount to the further sum of $950,000.

In other words, taking the figures in this statement, if local improvements in the past had been made in such a way that the obligations incurred on account of them did not form a part of the city debt, the city would be $1,776,062.62 within the constitutional limit, not counting the $282,000 of indebtedness incurred on account of the construction of the East Side trunk sewer.

This accumulation, the Mayor said, was due in a measure to the failure to promptly collect the assessments; that there were cases, possibly, where property owners would gladly have paid if the rolls had been placed in the hands of the proper official earlier. His Honor also said that by issuing the contractors' orders, the city had often up its borrowing capacity so that necessary improvements must wait for some change in the system whereby the expense of improvements will be a charge solely upon the property benefited and not on the city at large. Regarding these orders, he said in part:

"The contractors would present them to the City Treasurer, and he would write across the back of the order 'accepted.' Some of the contractors retained possession of these orders, and other contractors discounted them at the banks. They bore interest and found a ready market.

"Attention was frequently called to the excessive interest which these orders bore. Again and again a reduction was urged. As a result of this agitation, the interest on the orders was reduced. Still this did not afford the relief which the city and property owners were entitled to. Then cash payments to the contractors were advocated."

The amendment to the charter providing for the issuing, in 1899, of local improvement bonds, was then taken up by the Mayor, who said that by selling the bonds at 4 per cent. and charging property owners 5 per cent. on deferred assessments it was hoped that some relief might be obtained, but the city's indebtedness on account of local improvements increased

[illegible] Senators Speak.

The next speaker called upon was Senator William W. Armstrong. He commended Mayor Rodenbeck's course in discussing a full discussion of the subject. Then Senator Armstrong said:

"This is emphatically a city of home rule. But once in eight years has the Legislature enacted any measure in the face of local opposition, except in the case of No. 12 School. Hence, I say, when once a course has been decided upon by the city, the necessary legislation can be obtained at Albany."

The next speaker was Senator Merton E. Lewis. The senator said in substance:

"In an interview in one of the daily papers a few days ago, Lord Kelvin set forth at some length the great advantages which would accrue to Rochester by the proper conserving of the waters of the Genesee river and their storage so as to equalize the flow during the summer months. We are sifting silly and letting all of this wealth flow by without as much as lifting a finger to avail ourselves of that great wealth. Somebody says, 'Let us take up Lord Kelvin's idea,' but we do nothing, and perhaps allow this great wealth producing asset to go into private hands.

"A few years ago we built a great sewer on the East Side, costing $1,000,000. That sewer empties its filth into the beautiful gorge below the lower falls, and the same is true on the West Side. At the time these sewers were constructed it was well understood that the water of the Genesee at certain seasons of the year was insufficient to carry away this accumulation of filth.

"Should Lord Kelvin's ideas be accepted there would necessarily be a constant, equable flow of water that would carry off all of this sewage at all times of the year, and would care for the sewage when the city is five times its present size."

Senator Lewis then briefly summarized a paper read by him before the Chamber of Commerce a short time ago regarding the public service corporations. He said that, if Lord Kelvin's plan were adopted, it would cut the cost of city lighting in half, and would solve the vexatious question of coal for power. He did not agree with everything Mayor Rodenbeck had said in regard to methods of increasing the city's borrowing limit, but indicated that he was in a writing mood and was willing to be convinced.

Senator Lewis quoted Mayor Low and ex-Comptroller Coler, of New York, and others, as expressing the opinion that the time would come, within a few years, when it would be advisable to raise the debt limit to perhaps 20 per cent. of assessed valuation.

Don't Raise Debt Limit.

Daniel R. Murphy, one of the vice-presidents of the Chamber of Commerce, was the next speaker. He said he was opposed to increasing the debt limit. Said he:

"We are already saddled with a debt of millions, and how much have we paid? It is bad financiering."

Mr. Murphy thought the remedy was to increase the tax levy to the full constitutional limit, if necessary, and not attempt to change the constitution and raise the debt limit.

H. B. Hathaway and Judge Stephens also opposed the raising of the debt limit.

Mr. McClintock Optimistic.

Commissioner of Public Works McClintock was next announced. Mr. McClintock read the paper which follows:

This community has been misled by a flood of figures and statements, often inaccurate and misleading, emanating from the comptroller, and in starting our discussion of the future it is well to make some statements.

This is a great city, rich and prosperous, destined to increase rapidly in wealth and population, and there is no single reason for fear as to its future, but every incentive for us who have any responsibility to plan for such action as will not hamper or restrain or discourage its healthy development.

There is at work a class of fanatics, possibly honest, who seek to make us act as if the town was going out of business in the immediate future and consequently urge such a line of action as will help put us out.

When we consider what immense undertakings are being carried out by private companies having not nearly the wealth and credit of our municipal corporation, the thought must come to the sane man that somehow we can carry out successfully and advantageously the comparatively small undertakings which are necessary for us as a city.

The idea is cultivated by a certain class of so-called "reformers" that there is no such thing as honor and no such thing as public spirit or even common honesty except in their own ranks, and that previous to their coming into public notice everything that was done in the city was wrong. This view is disheartening and discouraging, it well founded, but the fact is that no city of the size of Rochester in the world can show a better record of integrity and good judgment in its long series of officials.

There have been mistakes of judgment, some things have been done cheaply, some things have been neglected, but taking Rochester to-day, it has certainly reason to be proud of the work of its representatives and its achievements as a city. For all of the public money that has been expended in the past we now have splendid results to show. The people have been open-handed and generous and have aimed high, and the only thing that stands in the way to-day of our maintaining our proper position in the lead of cities of our class is the foolish croaking of the "I am better than thou" crank.

Desired Plan Can be Evolved.

If we calmly reason together a plan can certainly be evolved whereby the burden of taxation can be made easier and more reasonable and at the same time the necessary splendid works for the health and safety as well as for the embellishment of this beautiful city can be secured.

It is apparent that our immediate predecessors in office have been delinquent in doing what they were set to do. They have neglected to collect taxes due and make assessments when required, and the result is that the credit of the city is now limited. The "pay-as-you-go" plan urged by the Comptroller is advocated by him simply to deceive, because he knows full well that it has never been possible to apply it to the city, and if applied to Rochester it will certainly do great and lasting injury and is only worthy of the small politician who hopes to make credit by fooling the majority of people who cannot give attention to the details of such a subject.

There is nothing in the history of Rochester to make us afraid of investing the public money. On the contrary, the city has been exceedingly successful in its ventures. The total indebtedness to-day is under $11,000,000 and the city owns property worth nearly $30,000,000.

If we build wisely and permanently the benefits will last and the blessings will be for many years, and it must be good sense to distribute as far as possible the cost of such work over the time during which it will be

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...council. Hence a large increase in the cost in this way, it will be necessary to have only the cheap things or else break down the present citizens with the needless burden.

During the past eleven years we have paid over $1,000,000 for school buildings and sites, which is certainly a great deal more than should have been paid during that time, because they will be in use for twenty or thirty years longer. The new high school building, which will cost $300,000, it is proposed to pay for in five years, which would require an annual item of nearly $70,000, and yet this building will surely be in use as long as the old high school building, which was built in 1873, or nearly thirty years ago, and is a good building yet, although crowded. If the new high school building should be paid for in thirty annual payments, the annual cost would be $10,611. In other words, in this one case by reasonable distribution of the cost proportionate to the benefits, the tax levy could be relieved by $50,000 a year.

Conduit a Permanent Investment.

Another case is that of the old conduit, which cost $3,185,000. This has been for a whole generation the foundation of the healthy life of this community. It has supplied it with the purest water, protected it from fire and inspired it with noble pride. This conduit is now, after its long and useful service, practically as good as new, forming an important factor in the future water supply and literally earning twice as much money as will be required after next year to pay the interest on the bonds which represent its cost.

Our existing pavements have cost $6,000,000, for the maintenance of which under present conditions there is allowed less than one-half of 1 per cent. With this increased to 1 to 1½ per cent., they could probably be maintained continuously, and yet these were all paid for by a few annual payments and the people have suffered.

We should not attempt to pay off the bonds of the Rochester waterworks, but rather make the surplus earnings of that property pay for other improvements which will benefit the city. That is the way the property would be treated if owned by individuals, and it is the wise way. We have had the courage to supply the town with an unsurpassed quality of water, and we can have faith that the future residents of Rochester will be as well able to pay for their water as we. If a modern trust owned the waterworks and wanted money to lay other property with or to increase this, they would not hesitate to issue $8,000,000 or $10,000,000 of bonds based on the earning capacity of the property. There surely can be no risk in taking advantage of the ownership of such property for the benefit of the people. It is one of the modern dreams of ideal municipal government to have the city more than self-supporting; that is, to have income enough from its properties and franchises to pay the costs of government and to supply homes to the homeless and food for the hungry. We have got a good start in this direction in our splendid waterworks.

Amend the Consitiution, if Necessary.

There is nothing in the constitution of the state to prevent the Legislature permitting the sale of the waterworks. If this was done the city could secure at least $15,000,000 for the property and still be allowed legally to create a debt as large as 10 per cent. of its assessed valuation. Hence it would seem not unreasonable to exempt the waterworks debt from the indebtedness limited by the constitution. Of course, these ideas may not be applicable at the moment under the existing laws, but is surely behooves us as men to attempt to remove as far as possible whatever may block the progress of the city, even if it means a change in the constitution, because we know that all the other great cities of this state have the same difficulties as we do.

Let us have confidence in the future of Rochester and not be satisfied with a makeshift thing. Sell the Genesee Valley railroad stock, and with the money build a first-class bridge at Vincent street, which will be the cheapest in the end, and build a market and a convention hall suitable to the requirements of the present city; then issue bonds for completing the waterworks and start in at the next session of the Legislature to secure a change in the constitution that will permit of doing other great things which will be required.

It will take four or five million dollars to pave the unimproved streets of the city. With proper legislation that work can be done, as it becomes necessary, in a way that will be far less burdensome than such work has been in the past.

Rights of Citizens.

It may seem wise to those that do not know what is going on in the world for the people to tie themselves up by laws which prevent their securing any part of the tremendous additions to wealth made every year by their own activity—and to many give away the birthright of the people to a favored few—but I firmly believe no one should start a movement which would result in giving to the people themselves some of the vast benefits being lavishly bestowed upon private corporations.

It is just as possible to secure loyalty, honor and ability in the officials of the municipal corporations as it is in the officers of private corporations and in the army. A brilliant speaker recently stated the fact before the Economic Club that American cities had suffered more from the ignorance of their officials than from their dishonesty.

A study of the tax levy of this year, which is the result of most careful and conscientious work, shows that if the laws would allow some of the latitude permitted to the New York Central railroad it could be reduced by fully $250,000. That means that if we could have the proper financial methods applied to city business, this community, without any greater effort than it makes now, could carry an additional debt of $10,000,000 and take care of all its public utilities and the water power of the Genesee river, which would in a few years earn enough for the community to make possible doing away with direct taxes and still develop this city into the most attractive home on earth.

With such tremendous possibilities within reach of the people, I do not believe in using up our energy in making street improvements which make existing laws are apt to take the property away from them.

C. T. Chapin's Views.

The last speaker was Charles T. Chapin, who made a spirited speech in favor of raising the debt limit, if necessary, and drew comparisons with the manufacturing business with which he is connected. He said that his company did not stop to consider whether anything they required made their obligations more than 10 per cent. of their assets. If they wanted it and could make money with it, they bought it. If they did not have the ready money they obligated themselves. He believed the same policy was good in city affairs.

A letter was received bearing on the discussion from John A. C. Wright.

Major General Roe, during his recent visit to Rochester, said:

"Rochester needs a new armory. The present one is unsafe and dangerous. A new armory should be built and the Monroe County legislators in Albany should endeavor to have an appropriation made. I would recommend it if asked by the Governor. This building is dangerous in case of stampede as there is only one means of egress. The stairway is unsafe. Years ago this building was large enough but it has outgrown its usefulness."

Every man and every municipality must work out its own salvation. The question before Monroe County now is, "Will there be enough public spirit aroused so that Monroe County legislators will make some effective and practical move for a new armory next year?"

The Mayor's Plans.

At the Chamber of Commerce conference with the officials of the municipal administration last night Mayor Rodenbeck outlined a plan by which the city's present financial condition may be relieved by the aid of some sensible legislation. Briefly stated, the Mayor's plan is as follows:

The proposed plan is to issue obligations to contractors in payment for local improvements, which will not be obligations of the city. It matters not what they are called, so long as they are not obligations upon which the city assumes liability. If they are worded in such a way that they are payable solely out of the assessments levied on account of improvements for which they are issued, they will not be estimated as debts of the city under the constitution.

Under this plan the city will act merely as the agent of the property owner in making the improvement. It will pass the ordinance, advertise for bids, let the contract, issue the order, certificates of bond, or whatever they may be called, to the contractor and turn over the money collected on account of the assessment to him when they are paid into the city treasury. It will be the duty of the city solely to put the machinery in motion by which the assessment rolls are promptly confirmed. There will be no obligation on its part to pay the certificates, orders or bonds issued unless it neglects some duty it owes to the contractor with respect to making improvement or assessment.

Under this method, the city will be looking after the interest of the property owners assessed and the city generally rather than the contractors. Under this plan the contractors must look solely to the property assessed for the payment of the improvement and not to the city.

The property owners will be charged only the expense of making the improvement. No penalty will be imposed upon them as at present in the form of increased interest. Each improvement will be kept separate and must balance or a refund should be made. The city should not speculate on these local improvements any more than it should suffer as a result of making them.—*The Post Express, May 6, 1902.*

Here is a logical plan, presented by Mr. Rodenbeck for the consideration of the city's business men. It demands and deserves the fullest and frankest discussion. The best interests of Rochester have been wisely forwarded by last night's conference which called forth many varying views from officials and business men. It should be one of many such conferences that will ultimately lead to the solution of our debt problem.

Comptroller Johnston's debt statement shows a considerable increase in the expenditures of the city for the first four months of this year compared with the same four months of last year. The statement of the Comptroller is offered without comment and it might be well, therefore, to call specific attention to the reasons for this increase in expenditures of something like $66,000. More than $50,000 of this increase is chargeable to the sums spent by the School Board in acquiring new school building sites, AN EXPENSE WHICH WAS NOT INCURRED TO ANY APPRECIABLE EXTENT DURING THE WARNER OR CARNAHAN ADMINISTRATIONS. The heavy expense of the Public Works Department in taking care of the heavy snowfall during February, accounts for nearly all the balance and the salaries of the Aldermen and School Board explains the remainder.—*The Sun, May 6, 1902.*

Democrat and Chronicle, May 10th 1902.

WOULD BE NEW INDUSTRY HERE

PLANT FOR LACE MAKING MAY BE ESTABLISHED.

BRANCH OF A BIG CONCERN

House With Factories in England, Scotland, France and Switzerland May Give Rochester a New Industry—Details Proposed Plan.

The knowledge that Rochester has a little boom on has gone abroad. More and more forcibly is the facts becoming known that this is a pretty good place for industrial interests. Many big business transactions are under way, while others are pending. Every little while requests are received by Rochesterians for descriptions of the city, what it has to offer in the way of power, water rates, factory sites, etc. Keeping pace with the rapid growth of America's industries is the city on the banks of the Genesee, and from the way in which outside concerns of many classes are interesting themselves in Rochester, the prediction is probably not overdrawn that the city is destined to get its full share of the trade of the world.

The latest inquiry comes from a big concern manufacturing lace curtains and other lace fabrics in Nottingham, England; Glasgow, Scotland; St. Gall, Switzerland, and Paris, France. It has no factory in this country. In fact, there are said to be but three or four such plants in the United States and it seems to be its intention to establish one in Rochester to put forth efforts to acquire the plant that will be established within the boundaries of the country.

Starting from a comparative small plant, the American factory, it is believed, by the few Rochesterians who know of the scheme, will grow to big proportions. The duty on lace goods is so high as to make it advisable for the foreign firm to manufacture them in this country, and as for a market look at the innumerable articles made from lace nowadays. There is hardly a limit to the market.

About 200 hands would be employed by the factory at the start. Some of these would necessarily be foreigners, persons familiar with the trade, but there would be jobs for many apprentices, and as they acquired skill they would naturally succeed to the positions of journeymen lacemakers. The establishment in Rochester of a lace factory would open an entirely new field of labor.

The gentleman who yesterday called upon John M. Ives, secretary of the Chamber of Commerce, made good his story by being substantiated by one of Rochester's leading business men. It is not believed the time to make the whole project public is at hand. That will come later.

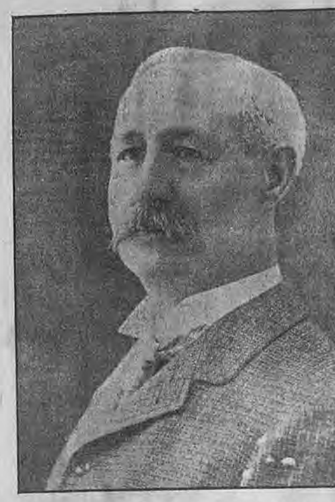
The plan is to organize a local company, with a capital stock of $250,000. Of this $100,000 is subscribed, and the foreign concern will take $50,000 worth of the stock. The gentleman who called upon Mr. Ives is now on his way to New York, but will return to Rochester. He said that the duty on lace was about 60 per cent., and the expense of importing the goods brought the cost up to about 70 per cent., making the selling price much more than it could be manufactured for in this country.

The concern which he represents guarantees 7 per cent. dividends on the preferred stock for a period of five years. Said he:

"This, in connection with the fact that they will be the largest stockholders, is perhaps the best indication of the merit of the enterprise."

CHAUNCEY C. WOODWORTH

Death at His Home on East Avenue of One of Rochester's Most Prominent Citizens—President of the Flour City National Bank.



One of the best known citizens of Rochester, Chauncey Clark Woodworth, died this morning at the family residence, No. 411 East avenue. He has been in ill-health for several months but had only been seriously ill since last Monday morning. The announcement of his death will be a severe shock to a wide circle of friends and acquaintances by whom the deceased was esteemed on account of his many estimable qualities.

Chauncey Clark Woodworth was born in this city in 1845. Receiving his earlier education in the public schools of this city he afterwards attended Williams College from which institution he graduated in 1867. Soon after leaving college he was admitted as a partner in the firm of C. B. Woodworth & Son. In this business the manufacture of glassware and perfumery he was engaged during the following twenty-five years. He did not, however confine his attention to his manufacturing interests. Through his connection in both business and social circles he had a standing that naturally brought him in notice as one of the leading citizens, and he found himself called to take part in various enterprises for the development of Rochester. In one of these, the Rochester City & Brighton Railroad Company, he accepted the position of secretary. Recognizing in him the disposition and the ability to aid in public service his fellow citizens elected him a member of the Executive Board, he being a candidate of the Republican party. He held this position from 1876 to 1880. Mr. Woodworth did much towards forwarding the interests of the community by promoting desirable changes and improvements while connected with the municipal government.

The Rochester Trust and Safe Deposit Company had enjoyed the benefit of his services as trustee since 1886. Railroad interests occupied much of his time. In 1891 he became interested in the Toronto Railway Company, and was its treasurer. He was also president of Irondequoit Park Railroad Company and while holding that office was the means of developing and strengthening the company's interests and of making the railroad a great public convenience. By a quite natural chain of circumstances financial pursuits resulted from these various connections, and Mr. Woodworth became a banker as almost a matter of course. In 1894 he became a director of the Flour City National Bank, and in January, 1895, was elected to its presidency which office he held until his death. In conducting the affairs of the bank as its president he had always shown the judgment and energy which in other positions had won for him the reputation that doubtless led to his election.

In the social life of Rochester Mr. Woodworth held a prominent position. He was a member of the New York State Chapter, Sons of the Revolution, the Genesee Valley Club, Rochester Club and the Country Club. He was also connected with the local Masonic fraternities.

In 1868 he married Elizabeth Morey of Rochester. Five children were born to them, three of whom survive, Edward M., Marian E., and Chauncey C. Woodworth, Jr. The deceased is also survived by two brothers, Harry L. and Frank E. Woodworth, and one sister, Mrs. Elmer Smith, all of this city.

TO BUY SITE

Purchase of Cobb's Hill Discussed.

PLAN AGREED ON

Mr. Fisher Presents Matter at Mayoralty Conference.

WHY CITY SHOULD BUY HILL

City Officials and Chamber of Commerce Representatives Were Deeply Impressed With Necessity of Acquiring Site for Another Reservoir—Raise Money by Bond Issue.

The indications are that as the result of the third official conference, composed of city officials and members of the Chamber of Commerce, another bond issue, appropriation about $300,000, will result for waterworks betterment.

These betterments are divided under two general heads: First, the issue of $100,000 bonds for constructing new gate houses and for extension of big mains on the east and west sides, an item of $8,000 to provide for interest and a sinking fund installment having been inserted in the current tax levy; second, the issue of $100,000 bonds for the purchase of Cobbs Hill as a site for a new distributing reservoir to be built some time in the future.

The first bond issue has been heretofore thoroughly canvassed, being first brought up when the tax levy was made. It was covered in detail in estimates furnished to the Mayor by City Engineer Fisher and Commissioner McClintock and published in the press several weeks ago. This part of the proposed bond issue was only incidentally touched at the conference last evening, main attention being devoted to the discussion of the Cobbs Hill purchase.

Following were those in attendance at the conference in the Mayor's office last night: Mayor Rodenbeck, Commissioner McClintock, City Engineer Fisher, Assistant Engineer Radenhurst, Aldermen Tanner, F. A. Ward, Plumb, Zellweger, and ex-Alderman Marson; representing the Chamber of Commerce were: President Henry C. Brewster, Secretary John M. Ives, Justus A. Sibley, Daniel B. Murphy, H. B. Hathaway, James S. Graham and F. A. Stechler.

History of Ten Years' Agitation.

The feature of the conference was the reading of a communication to the Common Council touching the purchase of Cobbs Hill; this was signed by Messrs. Fisher and McClintock jointly. The first portion of the communication consisted of a review of the long agitation looking to the purchase of Cobbs Hill, beginning in 1891, when Chief Engineer Emil Kuichling, in his first annual report recommended the purchase in the strongest possible language. In 1894 was another extended recommendation from Mr. Kuichling to the old Executive Board. In 1895 the Executive Board presented the matter to the Common Council. In 1896 Mr. Kuichling again urged the matter on the council in a long communication.

In 1897 the council took up the matter, resulting in the appointment of a joint committee of citizens and Aldermen to investigate the report. The committee was as follows: Mayor George E. Warner, Aldermen Dewey, Adams, Ford and Kelly; Messrs. James G. Cutler, Charles J. Brown, Jacob Gerling, William H. Gorsline and William W. Webb. The committee organized by selecting Charles J. Brown as chairman and William W. Webb as secretary, held a number of meetings, heard representatives of the Cobbs Hill property and received voluminous estimates and data from Mr. Kuichling.

Three Reports From a Joint Committee

This joint committee made the most exhaustive report on June 8, 1897, that had yet been made. Three reports were presented. Messrs Brown, Cutler, Gorsline and Webb conceded that the proposed reservoir on Cobbs Hill was a necessity in the near future, but that the price demanded for the land was much more than its value and hence that it should be acquired by condemnation proceedings unless a great reduction in the price was made.

A second report was signed by Mr. Gerling and expressed the opinion that an additional water supply was not then necessary, inasmuch as the city was supplied with two conduits whose capacity would be ample for the city for many years to come, and also that the price asked for the land was entirely out of proportion to its actual value, and for the further reason that the city was not at that time in a financial condition to warrant the taking of the initiatory steps which in a few years would result in the expenditure of so large a sum of money.

The third report, signed by Aldermen Dewey, Adams, Ford and Kelly, admits that the time will come when the city will be compelled by necessity to buy a site for an additional reservoir, but that time was not then at hand; also that the price asked for the Cobbs Hill property was far beyond the value of the land, and that the present condition of the city's finances would not permit of the expenditure at that time.

Nothing came of this exhaustive discussion of the project in 1897, and Mr. Kuichling again repeated his recommendations in his annual reports in 1898 and 1899. Commissioner J. Herbert Grant adopted the recommendation in 1900.

Commissioner McClintock started the present agitation of the subject in a communication sent to the Mayor about a month ago, in which he urged the purchase of the hill in strenuous language.

After reviewing this agitation for over ten years and quoting copiously from the various reports and recommendations of city officials during that time, Mr. Fisher read the conclusions reached by himself and Mr. McClintock, couched in the following language:

"It may be asked why this matter is again so forcibly brought to attention at this time. The owner of the larger portion of land in question has for the last year been more actively engaged in the sale of large quantities of sand and gravel than heretofore, and during that time there have been removed from the north face of the hill more than 40,000 cubic yards of material. This excavation encroaches directly upon that portion of the summit of the hill proposed to be used for reservoir purposes, and diminishes its value for such purpose to some extent.

"The fears, so many times, and so forcibly, expressed by Mr. Kuichling, have therefore proved true, and the reservoir site has actually been materially endangered by said excavations.

"The other owner of this property also states that he is about to make contracts for similar excavations. We are therefore confronted with the proposition to at once take means to acquire this land for a reservoir site, or the alternative of forever abandoning the project. However much we may delude ourselves by considering other Quixotic schemes for permanently safeguarding our water distributing system, the following actual conditions confront us:

Conditions Confronting City.

"1.—Mt. Hope, or Highland, reservoir has a capacity, when full, of 22,500,000 gallons.

"2.—The average daily use of Hemlock water for 1901 was 13,250,000 gallons. The maximum daily use during the hot summer months or in the cold winter months is about 40 per cent. more, or about 18,500,000 gallons per day.

"3.—Our storage capacity, therefore, is one and three-quarter days' average use, and not much over one day's maximum use.

"4.—The maximum capacity of the old conduit from Rush to Mt. Hope is about 8,000,000 gallons per day; the new conduit at present about 19,000,000 gallons per day.

"5.—A break involving both conduits occurring during maximum use would produce a water famine over the entire city in less than 36 hours. If the new conduit was thrown out of use, with the old conduit in operation, the reserve would last less than three days. That such a contingency is not remote beyond probability [illegible] the fact that in the new conduit [illegible] two of the [illegible]

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were broken and had to be replaced, and that since the conduit has been in operation another of said valves, located near the upper end of the line and on a summit, was broken and had to be replaced. The actual time required, under the most favorable conditions, to replace any one of these large valves was three days.

"3.—A reservoir on Cobbs Hill can now be constructed of a capacity of over 60,000,000 gallons.

"4.—Cobbs Hill is the only remaining available site for a large distributing reservoir.

"5.—The excavation now going on and that contemplated by the present owners, will practically destroy the property as a site within a very short time, hence the water system will suffer actual, irreparable injury.

"In view of the foregoing we recommend that immediate steps be taken to prevent the destruction of this reservoir site, and to that end recommend the adoption of the following ordinance by the Common Council:"

Proposed Council Ordinance.

Here follows a copy of the proposed council ordinance:

"Whereas, In the near future an additional distributing reservoir will be required for maintaining the distributing system of the water works in a safe and efficient condition, and

"Whereas, The only available site near the city for a suitable distributing reservoir is on property known as Cobbs Hill, and

"Whereas, The owners of this property are engaged in the sale of sand and gravel from this hill, the excavation for which will, within a short time, render this site worthless for such a reservoir. Now, therefore,

"Be it ordained by the Common Council of the city of Rochester as follows:

"Section 1.—This council hereby declares that public necessity requires that the following lands be acquired for reservoir purposes."

Here follows a detailed description of the Cobbs Hill property, containing 55 acres.

"Sec. 2.—The Commissioner of Public Works is hereby authorized and directed, pursuant to the provisions of section 149 of the city charter, to acquire said lands by gift, or by purchase at a price approved by the Board of Estimate and Apportionment, or by condemnation proceedings conducted under the laws prescribing the method of procedure of acquiring title to real estate by the right of eminent domain in force in this city."

Purchase of Cobb's Hill Approved.

Following the presentation of the foregoing paper in the form of a council communication, and an ordinance, a general discussion followed in which most of those present took part.

The earnestness of the city officials in direct charge of the waterworks system made a deep impression on all present and there was no objection manifested on any side to the necessity of the immediate purchase of the property.

Finally Colonel Graham moved that it was the sense of the conference that the property be bought and that the council ordinance recommended in the report be approved by the conference. When this was put to vote, there were no negative votes cast against it, but Mayor Rodenbeck, Alderman Tanner and others who may later be called on to take official action, asked to be excused from voting for that reason.

At the conclusion of the meeting, City Engineer Fisher explained somewhat briefly the items making up the other proposed bond issue of $100,000 for waterworks betterment, for which the interest and sinking fund installment of $8,000 was provided in the tax levy. These items received a general assent but no formal vote was taken on this branch of the subject.

Will Go to Council To-night.

It is expected that the paper read by Mr. Fisher and summarized herewith on the subject of Cobbs Hill site, together with the proposed ordinance will be sent to the council to-night, with a possible recommendation from the Mayor. This will bring the entire matter before the council, raising directly the question whether the bond issues, aggregating $200,000 shall be authorized.

Certainly a very strong case, in favor of the purchase of Cobbs Hill was made out last night. The danger that was threatening the city with only 36 hours water supply on hand in case of an accident to the conduits impressed on the members of the conference the necessity of a new distributing reservoir at Cobbs Hill, the ultimate cost of which, including the site is estimated between $500,000 and $600,000.

No question can be raised about the validity of bonds issued for waterworks betterments, as these bonds are not included in the constitutional debt limit of 10 per cent., but after the bonds are issued, they must be counted; in this way, the issue of bonds for any other purpose will be prevented for an indefinite period in the future. Herald 5/13

MORE LAND TO BE PURCHASED

WILL RAISE $5,000 MORE FOR THAT PURPOSE.

NAMES OF THE SUBSCRIBERS

Splendid Success of Citizens' Committee—Business Men Want to be Prepared to Offer Inducements to Other Companies to Come.

Although the plans of the citizens committee relative to inducing the Pfaudler Vacuum Fermentation Company and the Pneumatic Signal Company to come to the city have been practically consummated, the business men of the city are still animated by the desire to further its interests by encouraging other concerns to establish their factories here. The gratifying success that has rewarded their efforts has, apparently, resulted in stimulating them to look for "new worlds to conquer."

About three weeks ago the committee was organized and, to-day, the objects for which it was formed have been gained. Already $24,700 has been raised, which is more than sufficient to buy the sites they first contemplated buying. The call for the payment of the subscriptions has only been out two days, but $20,000 of the sum subscribed has been paid in.

The committee now desires to purchase another piece of land, known as the Armstrong property. This property adjoins that which has been secured and will have equal railroad privileges and be equally accessible from Child and Buell avenues. It consists of twenty-eight acres, in a desirable situation, high, flat land, which would be excellent property to be used to induce other companies to locate here. This land may be purchased for $8,000, which means that about $5,000 more will have to be raised. There seems to be no reason to doubt that this will be secured. There are many business men who have not yet been approached, and, undoubtedly, they would be glad to give, even if it were but in small amounts.

The land can be bought at this figure now because of the fact that, before the other property was secured, it was not suitable for sites for factories. However, arrangements have been made with the Pfaudler and Pneumatic Signal companies that the tracks of the railroad companies shall be continued through their properties and that they shall accord switching privileges to them. This brings the Armstrong property into direct communication with the railroads.

All of these properties are even now within easy reach of the street car line. The Rochester Railway Company will extend its tracks to the edge of the land purchased, and, also, to the Armstrong property, should factories be erected upon it.

A complete list to date of subscribers to the fund follows:

Rochester Clearing House	$2,000 00
Buffalo, Rochester & Pittsburg R. R.	1,500 00
Wholesale grocers—Brewster, Crittenden & Co., Brewster, Gordon & Co., Smith, Perkins & Co., C. Rioli & Co., $300 each	1,200 00
Burke, Fitzsimmons, Home & Co.	1,000 00
Rochester Gas & Electric Co.	1,000 00
Estate Hiram Sibley	1,000 00
Sibley, Lindsay & Curr Co.	1,000 00
Henry C. Brewster	1,000 00
Rochester Railway Co.	1,000 00
A. P. Little	500 00
John F. Alden	500 00
Frederick Cook	500 00
V. Moreau Smith	500 00
Pfaudler Vacuum Fermentation Co.	500 00
Hollister Lumber Co.	500 00
J. N. Beckley	500 00
Henry G. Danforth	500 00
W. B. Morse & Sons	500 00
Mrs. H. Sellers McKee	500 00
C. H. Palmer	500 00
Powers building	300 00
Murray A. Verner	250 00
A. H. Harris	250 00
Bell Telephone Company	250 00
Rochester Telephone Company	250 00
Josiah Anstice	250 00
B. E. Chase	250 00
E. T. Crouch & Son Co.	250 00
Samuel Sloan & Co.	250 00
C. M. Everest	250 00
J. M. Wile	200 00
Howe & Rogers Co.	200 00
Flower City Hotel Company	200 00
Ellwanger & Barry	200 00
A. Lauterbach	200 00
Mathews & Boucher	200 00
Bausch & Lomb Optical Co.	200 00
Ella M. Payne	200 00
C. H. Babcock	150 00
Chambers & Casey	150 00
City Realty Co.	125 00
H. J. Strassburger	100 00
C. F. Scofield	100 00
C. T. Chapin	100 00
Cash	100 00
J. H. Stedman	100 00
F. P. Allen	100 00
J. Foster Warner	100 00
W. E. Woodbury	100 00
D. M. Garson	100 00
James E. Watson	100 00
Charles J. Brown	100 00
J. S. Graham	100 00
H. H. Edgerton	100 00
Barnard, Porter & Vial	100 00
H. A. Hamilton	100 00
Wetes, Fisher & Co.	100 00
Rochester Carting Co.	100 00
Adler Bros.	100 00
F. A. Smith	100 00
Luther Robbins	100 00
George B. Dresser	100 00
George Weldon	100 00
Lawyers Co-Operative Pub. Co.	100 00
William H. Seward	100 00
A. M. MacDonell	100 00
A. Voges	100 00
I. A. Baum	100 00
John H. Gregory	100 00
John A. Burgess	100 00
Weaver, Palmer & Richmond	100 00
C. S. Lunt	100 00
German American Lumber Co.	100 00
Beadle & Shepburne Co.	100 00
George Wilder	100 00
Erickson Perkins	100 00
M. I. Alexander	75 00
W. D. Hartupee	75 00
G. C. Cox	50 00
E. P. Ashley	50 00
W. A. Stase	50 00
Louis Ernst & Sons	50 00
Fee Bros.	50 00
C. M. Thomas	25 00
C. P. Garfield	25 00
H. C. Paine	25 00
Holmes B. Stevens	25 00
C. B. Townsend	25 00
J. W. Salisbury	25 00
H. S. Brewer	50 00
W. H. Emery	10 00
People's Real Estate Co.	10 00
A. E. Whitcomb	10 00

AID FOR SUFFERERS.

Wed. Mar 14/02

Rochesterians Can Contribute to Relief of People of Island of Martinique—Mayor's Proclamation.

Mayor Rodenbeck has issued a proclamation in regard to the sufferers on the island of Martinique, as follows:

Mayor's Office, May 13, 1902.

An appalling disaster has overtaken the Island of Martinique, which has aroused the active sympathy of the civilized world. Human power cannot lessen the magnitude of the tragedy, but human aid can relieve the sufferers.

Quick generosity toward the survivors is being manifested everywhere. I desire that opportunity be given the citizens of Rochester to contribute funds for relief and suggest that any subscriptions sent to me personally or to John M. Ives, secretary of the Chamber of Commerce, will be transmitted to the proper source.

A. J. Rodenbeck, Mayor.

President Roosevelt has directed all postmasters throughout the country and has requested the presidents of national banks to act as agents for the collection of subscriptions for the relief of the sufferers, and to forward the funds to Hon. Cornelius N. Bliss, treasurer of the relief committee, New York.

BIG SILK FACTORY.

Rec'd Mar 15 '02

The Liberty Company of New York Wants to Establish Branch Here.

Still another big concern wants to come to Rochester. The Liberty Silk Company, of New York, has written to Secretary Ives, of the Chamber of Commerce, asking what Rochester will offer in the way of inducements to the company to come here. A site is asked. The matter will be laid before the chamber.

The Liberty Silk Company is one of the largest companies of its kind in this country. Its main factory, in which it runs 500 looms, is at Paterson, N. J., but the offices are on Broome street, New York.

The letter to Secretary Ives says that the company contemplates the erection of a factory in which 200 looms will be run, and in which will be employed several expert silk operators. The company has a capital of $700,000.

Mayor's Proclamation Calling for Aid For Survivors of Martinique.

Not to be behind other cities, people here are already beginning to respond to appeals to relieve the sufferings of the survivors of Martinique. To get the matter of rendering assistance in formal shape, Mayor Rodenbeck has taken cognizance of the situation, hoping thereby that wider attention will be given the subject. The following proclamation, issued yesterday by the Mayor, is self-explanatory:

"Mayor's Office, May 13, 1902.

"An appalling disaster has overtaken the island of Martinique which has aroused the active sympathy of the civilized world. Human power cannot lessen the magnitude of the tragedy, but human aid can relieve the sufferers.

"Quick generosity toward the survivors is being manifested everywhere. I desire this opportunity be given the citizens of Rochester to contribute funds for relief, and suggest that any subscriptions sent to me personally or to John M. Ives, secretary of the Chamber of Commerce, will be transmitted to the proper sources.

A. J. RODENBECK, Mayor."



MAYOR A. J. RODENBECK.



Rochester's New Factory District.

Democrat

FRIDAY, MAY 16.

LINCOLN PARK FACTORY SITES

LAND PURCHASED BY CITIZENS' COMMITTEE.

MORE MONEY SUBSCRIBED

Every Indication That a Fund Sufficient to Purchase the Armstrong Property Will be Subscribed Within a Few Days.

Upon the map accompanying this article are shown the properties which the citizens' committee has just bought for sites for the Pfaudler Vacuum Fermentation Company and the Pneumatic Signal Company. The relative position of the Armstrong property, which the committee is very anxious to secure, is also indicated, with other properties that are in the vicinity of the lands purchased.

The main line of the Buffalo, Rochester & Pittsburg railroad is not shown on the map. It runs parallel with Buell avenue, roughly speaking, and strikes the New York Central tracks a little to the east of the end of the tract of land designated the Ira N. McCall tract, of 8.6 acres, but does not cross Buell avenue.

The lands purchased are those of Ira N. McCall, of 8.6 acres; a tract owned by Herod Newton, 9.8 acres; the McCall lot of 8.2 acres and the McCall lot of 13 acres. The Pneumatic Signal Company is to receive one piece of land of 8.6 acres, with a strip off the Newton property, leaving a balance of the Newton property to the south to be used as the committee shall decide later. The Pfaudler company will occupy the McCall lots of 13 acres and 8.2 acres.

The switching to these lots will all be done along the line of the tracks of the New York Central, passing under the Charlotte branch of the Buffalo, Rochester & Pittsburg railroad, which is elevated at that point over the tracks of the New York Central.

The Armstrong property which the committee is making efforts to secure lies behind the lands of the Pfaudler company and will be accessible by means of the same switch that runs through the Pfaudler property. Trackage rights through the property that will be transferred to the Pfaudler company are reserved from the company, in case it may be desired at some future time to reach the Armstrong property with switches. The three railroads, the New York Central, the Buffalo, Rochester & Pittsburg and the Pennsylvania, all unite in paying the cost of these switches and will have equal rights on them, so that switching can be done by any of the roads free of charge.

There are two pieces of land which are owned by the Buffalo, Rochester & Pittsburg Company and which lie, as shown on the map, between the Charlotte branch of the Buffalo, Rochester & Pittsburg Railway and the terminal branch of the Pennsylvania Railroad. This terminal branch was built to connect the Western New York & Pennsylvania Railroad, as it was called before it was acquired by the Pennsylvania Railroad Company, with the New York Central tracks. These two pieces of property have not been acquired by the citizens' committee and it is not known whether the railroad company would part with them.

All of the land purchased, except a very small part, is high and dry, and the low spot will be filled in as soon as possible. Provision has also been made for a roadway from the Buffalo road into these properties. The natural situation of the land and the excellent facilities that the committee has taken such care to secure for the companies that shall locate there, make the properties very desirable for factories.

Another circumstance has just been made public that adds much to the desirability of sites on these properties. The lot which was owned by Elizabeth Kelly and which is indicated on the map has been purchased by the Pfaudler Company and the Pneumatic Signal Company, together, on account of the building sand and gravel on it. A roadway will be made through this lot which will connect the plant of the Pfaudler company and the Armstrong property with Buell avenue.

The plans of the citizens' committee are still being energetically prosecuted and subscriptions keep coming in. The committee will, if at all possible, purchase the Armstrong property, upon which it has an option, for $8,000. From the continued response to solicitations for funds, it seems that this object will be realized. Almost half of the necessary $8,000 has been subscribed. The totals sum now secured is $25,335. The names of recent subscribers follow: A. O. Fenn, $100; M. B. Shants Company, $100; Dake Drug Company, $100; McCurdy & Norwell Company, $50; New York Hydraulic Press Brick Company, $50; Phelps & Fletcher, $25; P. B. Viele, $10.

The Stromberg-Carlson Telephone Manufacturing Company has been remodeling offices in the Triangle building now for some days. The officials have secured a number of rooms and their offices will be very pleasant and commodious. The company has had options on considerable land for some time and it has been rumored that it has purchased a site for its new factory near Culver road, adjoining the New York Central tracks and just within the city limits. However, one of the directors stated yesterday that the purchase had not yet been made. The plans for the new factory are now being prepared by J. Foster Warner and building will commence as soon as possible.

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BIG SILK FACTORY

WANTS SITE HERE

June May 16, 1902.

Is Capitalized at $700,000 and Will Operate 800 Looms—In Communication With Secretary Ives.

(From Yesterday's Last Editions.)

The indications are that the efforts of the Citizens' Committee in securing new industries for Rochester is but the beginning of a boom that will greatly enhance the commercial and industrial activity of the municipality.

Secretary Ives of the Chamber of Commerce this morning received a letter from the Liberty Silk Company of New York, asking for a tract of land in this city on which to build a large silk factory. Mr. Ives has laid the matter before the Chamber and it is being considered. It is quite probable that within a short time a site will be secured and offered to the company.

The Liberty Silk Company is one of the biggest concerns of its kind in the United States. Its offices are on Broome Street, New York, and its largest factory, in which is run 500 looms, is situated in Paterson, N. J. The company has a capital of $700,000 and a surplus of $150,000. The company turns out the finest grade of silk.

In their letter to Mr. Ives, the managers of the company state that they are contemplating the erection of a factory which will contain at least 300 additional looms and employ many expert silk operatives. The company was attracted to Rochester by reports of good shipping facilities and cheap fuel and if it is made worth their while they will locate the proposed new factory here.

Two or three other out-of-town concerns are in communication with Secretary Ives with a view of ultimately locating here if they are offered proper inducements.

ANOTHER INDUSTRY FOR ROCHESTER

May 16/02

Project on Foot to Establish a Lace Factory Here.

A Few Pointers in Regard to the Industry in Nottingham, England, by a Native of That City.

Secretary John M. Ives is Doing All in His Power to Assist the Projectors of This Very Profitable Industry.

A good deal of interest is being centered upon the project to bring to this city a factory for the manufacture of machine made lace, such as is produced in Nottingham, England. Secretary John M. Ives of the Chamber of Commerce is giving the parties interested in the matter every assistance in his power, and it is hoped that in the near future Rochester will add to its great list of industries that of the manufacture of machine made laces.

In order to obtain some information regarding the lace industry a reporter of The Union interviewed A. W. Moore, who is assistant secretary to John M. Ives. Mr. Moore was born in Nottingham, England, and his father, the late Samuel W. Moore, was one of the largest machine made lace manufacturers in the world, and the owner of the famous Hockley mills, situated in the heart of the city of Nottingham.

Replying to the many questions put by the reporter Mr. Moore said in substance that the manufacture of machine made laces was very profitable, and for many generations had been the means of greatly enriching the Nottingham lace manufacturers, who were enabled to live in princely style on the profits of the industry. Some of the finest mansions in England are to be found in Nottingham, the occupants of which are lace manufacturers. I see no reason why the making of machine made lace in Rochester might not be very profitable. There are two kinds of raw material needed in the business, viz., silk and cotton. The latter is obtained in this country, and the silk from Italy and China. There are various classes and grades of cotton laces, including what are called bobbin net, traverse warp, edgings and others. The plain net, which forms the groundwork of all lace, is used extensively for many purposes. Another very important class of goods in cotton is the curtains so universally seen in the window of households all over the world. Still another is the mosquito nettings. Some lace manufacturers make nothing else but cotton laces, but others have machines for the making of both silk and cotton goods.

The silk goods made by machinery include a very wide range of styles. The common "quilling" and "illusion" and fine netting for ladies' veils are always in great demand. Then there are what are termed "edgings," consisting of very narrow lace work, from a quarter of an inch to an inch wide. Laces varying from one inch to twelve or eighteen inches in width are produced with marvelous fidelity to real or hand made lace. Some of the "flounce lace" and imitation Brussels produced by Nottingham machines are so nearly like real, or hand made lace, as to deceive all but experts. It requires a large capital to go into the manufacture of machine made lace. The machines are perhaps the most wonderful and intricate in existence, especially those for the production of beautiful patterns resembling floral designs and elaborate scroll work. The cheapest lace machines made cost about $300, or any from $800 to $1,000. These will make only such plain goods as

The machines for making figured laces vary according to requirements and range from $500 to several thousand pounds each. It is necessary to have expert mechanics for keeping these machines in repair.

A figured lace machine calls for the cooperative effort of many. In the first place, there must be a designer who draws the patterns and he must understand how to put his design on the jacquard. This jacquard consists of strips of cardboard glued on to an endless roll of calico. On the strips of board are glued small pieces of wood of various sizes, these operate upon guide bars controlling the various threads of silk or cotton.

It makes a man's head swim to perform this feat, especially if the design is wide and elaborate. An interesting and very expensive part of the machinery consists of what are called the "bobbins and carriages." These consist of many hundreds of little brass bobbins not so thick as a silver dollar, each having a groove capable of containing a sufficient length of fine silk to last in the making of the whole piece of lace. These bobbins are secured in steel carriages, each having a spring of sufficient elasticity to permit the output of silk as the machine grinds out the lace.

In my father's mill, very small boys, the children of the machine operators, called "twist hands," were employed to place these bobbins in the carriages after being loaded with silk. The dexterity in this operation shown by those children was something marvelous. This work would have to be done by older ones in this country in accordance with law.

The requirements for a lace factory are good light and solid foundation to resist vibration. The old Hockley mills owned by my grandfather and father, were built by Sir Richard Arkwright, and was the first cotton mill erected in England. They were constructed in a very solid manner originally to resist vibration, as also the additional buildings erected after the property came to my grandfather. Everything had to be constructed with a view to solidity. If a lace factory is built in Rochester it will have to be made strong and have a firm foundation, something after the style of the Rochester cotton mill.

It is usual for the lace mills in Nottingham to run night and day, shutting down at 12 o'clock Saturday until 12 o'clock Sunday. This necessitates two shifts of hands. Of course if a factory is established in Rochester expert "twist hands" or machine operators will have to be brought here from Nottingham, but there is no reason why people here cannot quickly be taught to run the machines. The industry may be divided into three or four departments, the first pertaining to the handling of the silk and cotton as it comes from Italy or China. It is in skeins and has to be wound on to bobbins and from the bobbins to warps ready to put on the machine. This work is all done by women, and is a clean, pleasant occupation. Then there is the designing and jacquard department where people are employed in getting up new patterns for the laces and putting them on the jacquard. After the piece of lace is made by the machine the breadths of lace have to be separated by drawing out the retaining thread, but that is not done until the whole piece has been in the hands of the lace dresser. If the lace is required in black, it has to be dyed; if in white, it must be cleansed and treated.

After this the retaining threads are drawn out and the strips of lace wound carefully upon cardboards and made ready for the market. I have often noticed the prices of various kinds of lace in this country and have been astounded at the profits made on the original cost. But it is not surprising when it is considered how many hands it passes through before it is sold over the American counter. If the Nottingham lace makers can make colossal fortunes and live in the splendid mansions and the style they have always done and still do, I do not see why the lace makers of Rochester may not follow their

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First of 17 Summer Series to be Given Saturday, June 21st.

More than fifty concerts will be given this summer in Genesee Valley, Highland and Seneca parks. The music committee of the Park Board, which is composed of President Lamberton and the chairmen of the several park committees, met with Secretary Ives, of the Chamber of Commerce, yesterday afternoon and arranged for the further collection of subscriptions to the fund needed for the employment of the bands.

The estimated cost is $3,500, of which the Rochester Railway Company promises to pay one-third, while the Park Board has appropriated $1,000, leaving about $1,200 to be subscribed. The concerts will begin on Saturday, June 21st, and will be given every Saturday and Sunday afternoon until September 21st, excepting July 5th and 6th.

May 17, 1902.

ESTER DEMOCRAT

LACE FACTORY FOR ROCHESTER

ESTABLISHMENT OF ONE SEEMS ASSURED.

IS TO BE DECIDED TO-DAY

J. S. Lesser, Who Controls Factories in England and Switzerland, Has Come to the Conclusion That Rochester is a Fine Town.

The establishment in this city of a factory for the manufacture of cotton lace seems practically certain. Through the efforts of John M. Ives, secretary of the Chamber of Commerce, and other business men of the city, the firm of J. S. Lesser & Company has been induced to investigate the advantages that Rochester has to offer and on Thursday J. S. Lesser, the senior member of the concern, arrived in the city to look into the situation. He has decided that Rochester presents many features that commend it highly and there is scarcely room to doubt that at a consultation to be held to-day it will be determined to erect a factory in Rochester as soon as possible.

The American house of J. S. Lesser & Company is in New York city. All their laces they import from Europe, where they have factories. The tariff is so high, averaging about 70 per cent., that for some years they have been contemplating forming an American company and starting a factory here. The factories of the company are in St. Gall, Switzerland, and Nottingham, England.

Mr. Lesser is a citizen of the United States, though he was born in Switzerland near the German border and has spent a great deal of his life in Europe in connection with the lace industry. He has been in this business all his life and thoroughly understands it. Last night, when seen by a reporter of the Democrat and Chronicle, he spoke of the prospect of the factory being established in Rochester, of the nature of it and the reasons that lead him to prefer this city.

"At present plans look very favorable for our coming here," he said when asked whether that question had yet been decided. "This has not been definitely determined yet, but everything seems to point that way. I have just received a telegram from a friend in Buffalo who has been urging me to come there, and I had intended to go, but I wrote him to-night saying that it looked very much as if I were nailed to Rochester. I expect that this will be finally settled to-morrow.

"It would be a little premature now to go into details about the size of the factory that will be built," said he, in response to questions. "However, it will be larger than either the factory we have at Nottingham or St. Gall. It will be run night and day, six days in the week, with three shifts of men, working eight hours each. The work is clean and desirable and women are employed in it. It is so managed that the latter can do work at their homes if they desire. Expert men are required to run the machines and they receive good wages, from $20 to $25 a week. The hand work that is to be done can be easily learned.

"For some years we have been contemplating this step. We have delayed thinking that, perhaps, the tariff would be lowered, but I don't thing that is going to happen very soon. Now we shall build a factory in this country at once. Some have asked me what we should do if the tariff should come down just after we got nicely started. I have told them that it didn't matter. It certainly won't drop in a hurry and by the time we get under way, it would not matter to us if the entire duty were removed. We could compete with the foreign market without any difficulty.

"Some of the machinery in the factories of the old county is not worth more than the same amount of old iron, so far as using it for a new factory is concerned. We shall build a new factory and put new, modern machinery in it. With this we shall be able to turn out three times as much lace as can be done by many of the European factories. The plant that we shall establish will pay in three months after it is in operation. There, too, there is the question of intelligent labor in this country. The laboring classes are better fed, better clothed and better housed here than they are in Europe."

"Why have you chosen Rochester in preference to other towns that have tried to in-

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Music in the Parks.

A meeting of the Park Commissioners was held yesterday morning at which President Lamberton and Secretary Ives of the Chamber of Commerce were present and were appointed a committee to hire bands for music in the parks this summer.

The music season this year will begin June 21 and will close September 21. There will be concerts every Saturday and Sunday afternoons between these dates, except on July 5 and 6. This year there will two concerts each afternoon instead of one as last year. The change is made because of the difficulty of transporting to and from the parks the large number of people who wish to attend the concerts. It is thought that if there are two concerts at the same time in different parks the crowds will divide and be more manageable. This year there will be concerts in Highland Park.

To defray the expense of hiring the bands for the season, which will cost about $3,500, the sum of $1,200 has been voted by the park board. A part of the expense will be defrayed by the Rochester Railway Company, which leaves about $1,200 to be raised by voluntary contribution.

To this end circulars will be sent out next week by the Chamber of Commerce soliciting subscriptions to the band fund. The open air concerts last year proved a great success, furnishing enjoyment to thousands during the season.

THE POST EXPRESS: SATURDAY AFTERNOON, MAY 17, 1902.

RECENT REAL ESTATE OPERATIONS.

Transformation of Cobbs and Pinnacle Hills Section—West Side Manufacturing Plans—Lace Factory May Come—New Button Factory—May Be Large Department Store on the West Side.

Ten years ago, a person standing on the summit of Pinnacle hill and looking over that section of the city included within the angle formed by South Goodman street and the canal, would have beheld an almost unbroken prospect of vacant lots, unopened streets and city dump piles, with here and there a weather-beaten dwelling house—relic of early days—or perhaps, a new residence or two erected by persons who had been attracted to the spot by its high, healthful altitude and rustic scenery, and who had faith in the ultimate importance of this territory as a residence section.

To-day, looking out upon this section of the city from the same point of view, a marvelous transformation may be witnessed. The barren lots have disappeared and in their places lie beautiful and substantial, newly-built homes. The unsightly sand piles have vanished also, to make way for handsome avenues lined with lusty young trees and thickly built up from end to end. The smoke from no manufacturing establishments, it is true, throws its sign manual of industrial activity over the region, but in lieu of this, handsome little churches and commodious schools are to be seen, and on every hand more new homes in process of construction. Encircling all this is the background formed by Cobbs hill and the Pinnacle, soon to be crowned themselves with architectural and landscape beauty, and which have for years been inviting just such a transformation scene as this.

Much has been said in public print of late concerning the remarkable growth of the West side, especially along the line of manufacturing activities. None the less remarkable is the residential growth of the city on the East side in the vicinity alluded to. It has come about, too, in a natural manner. Attracted by its healthful location and its picturesque surroundings, as well as by the low rentals which prevailed, people began to move out into the country about the hills and soon there was such a demand for houses that they could scarcely be built fast enough. Laburnum Crescent, Rosedale, Avondale and Belmont are some of the pretty streets which have been built up in this section as if by magic. The construction of the new immovable bridge over the canal at the Monroe avenue crossing—a model of its kind—gave added impetus to the development of the vicinity and the recent completion of the handsome structure of the Mt. Hor Presbyterian church has proven another considerable factor in the work of progress.

As an indication of how rapidly this section of the city has built up, the case of No. 35 school, completed a year ago, may be cited. Unable to foresee the changes which a few months would bring about, the city built the school with its frontage on Field street. Now, with its blank, unsightly rear of the school faces scores of homes that have sprung up on newly-opened avenues, and so impressed is the school board by this incongruous feature that it has purchased three lots facing on Laburnum Crescent upon which a new front to the school will immediately be built.

The Monroe Avenue Homestead association was the earliest factor in the opening up of this section of the city, but latterly a new building organization has entered the field, known as the East Side Improvement company which has already built and disposed of scores of fine homes at prices ranging from $2,500 to $12,000. Under the restrictions imposed by the Monroe Homestead association, dirty factories, saloons and cheap houses are barred out of this district while the East Side Improvement company, by confining its buildings to the better class has also assisted in maintaining its substantial residential character. From renters, the population of this vicinity has now come to consist almost wholly of proprietors. Since the first of April twenty-five new families have bought homes and are now occupying them. Avondale park, for example, was in 1894 one of the ash heaps referred to; to-day it is a broad and well-paved avenue, bordered with fine young poplar trees and solidly built up throughout.

At the present time there are at least a score of homes newly-built and ready for occupancy, or in process of construction in this district. Most of these are already sold. One of the prettiest avenues known as Adelaide park, has just been opened within the year and already has two fine residences upon it. It runs from Monroe avenue to the very foot of the Pinnacle hill and loses itself in as charming a bit of rustic scenery as can be found anywhere on the outskirts of the city.

On Monroe avenue, at the intersections respectively of Rosedale and Belmont streets, are two blocks of apartment houses, which would be an ornament to any city. The one on Belmont street especially is worthy of mention. It is fashioned after an old English style of architecture and lies behind a row of fine old elms, so few of which are to be seen in this city. So impatient were the tenants of these blocks to get into them that they would not wait until the work was completed.

The Crosman Seed company, whose warehouse and offices, with their adjoining grounds, have for years been a beauty spot in this section, is also contemplating an improvement to its property in the shape of a broad avenue, 100 feet wide, which will extend from Monroe avenue to Newport street, taking in on its way the old sulphur spring with its surrounding clump of trees, which marks the head of the old Thomas creek. It is the intention of the company, it is said, to make a sort of little park in its avenue, in which this spring will be the point of attraction.

The city officials, too, are realizing the importance of this growing residence section and are about to add something to its attractiveness. For years, the land-mark known as the Sullivan hotel, has marred the entrance to the Monroe avenue bridge by its unsightly appearance and location. Yesterday afternoon the old structure was sold at auction and will immediately be removed, after which the city will at once begin the work of constructing a commodious walk leading up to bridge.

Emulating the example of the Presbyterians who a great many years ago occupied the intersection of Monroe avenue and Rosedale street as a strategic point, with the present Mt. Hor church as a result, the Episcopal church has fixed upon Field street, near Monroe avenue, as the location for its new Trinity church. Already the foundation work for this structure is completed and soon there will arise upon it the beginnings of an edifice designed to be pure Gothic in its architectural style.

By far the greatest embellishment to this part of the city, however, will come when the city builds its new reservoir and park on Cobbs hill, and when the Rochester Orphan asylum erects its new buildings on the crest of Pinnacle hill, back of the old Klinck homestead. Here the asylum has thirty acres extending down the broad slope of the hill to Monroe avenue, along which a handsome drive will be built. A landscape gardener is now at work plotting out the ground to the best effect, and as soon as his work is completed, the construction of the buildings will be commenced.

Then, too, there is the prospect in the near future of the broad boulevard, eight rods wide, along the right bank of the canal from Rochester to Brighton, which the state stands ready to help build whenever the city is ready. The citizens of Brighton who see in this boulevard not only a beautiful drive but a direct road to Rochester, are now actively pushing their part of the project.

With the construction of the boulevard, moreover, and perhaps even before its construction, there will come the necessity for another bridge across the canal, between the Monroe avenue bridge and the widewaters, when the eighty-acre tract of the Bowen estate, now a barren territory, shall be opened up for residential purposes. But, as a gentleman largely interested in East side improvements said to a Post Express reporter yesterday—"That's another story."

The recent Portland avenue improvements, coupled with street car service to the city line, is causing a healthful activity in real estate values in the northeast quarter of the city. A company is being formed to improve and build up the old Dickinson homestead tract. This land has been in the Dickinson family for a hundred years. The grandfather of Pomeroy P. Dickinson drove from his native place, Amherst, Mass., and took up a large tract in this territory, including the present old homestead.

Portland avenue's popularity as a thoroughfare has wonderfully increased since its improvement and its street car facilities, both urban and suburban, bid fair soon to make it as active in a residential way as other sections of the city.

NEW BUTTON FACTORY.

Its Erection Contemplated—M. B. Shantz Suggests Need of City.

The firm of M. B. Shantz & Co., whose button manufactory on St. Paul street now bears the distinction of being the largest of its kind in the United States, is contemplating the erection of a factory building of its own. The concern now occupies most of the Cox building and is exceedingly cramped for room. Mr. Shantz, when seen by a Post Express reporter this week, said that the new factory would not be built this year.

"We have several available sites under consideration," said he, "but we have not yet decided upon any."

From the experience of a manufacturer whose business has grown from very humble beginnings, Mr. Shantz has some pronounced opinions on the subject of inducing manufacturers to locate in Rochester.

"While as a citizen, I am glad to see large concerns coming here," said he, "the fact remains that we want the smaller ones also, because in time they will grow into large concerns. But the great difficulty in Rochester is that we

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these smaller concerns may locate. It was difficult for our establishment to find a suitable location when we came here, and places were much more plentiful then than they are now. It isn't much of an inducement to offer sites to these small concerns, for they cannot afford to put into a building the limited amount of capital which they need immediately in their business.

"What is greatly needed here, it seems to me, is the erection of a large building, say six or seven stories high, and a thousand feet long, if need be, in which floor space and power sufficient to accommodate a score of small concerns, could be furnished. Such a building, I am convinced, would not only pay from a business standpoint, but it would also be of untold benefit to the city, for as these concerns located in it outgrew their quarters, they would build factories of their own and so this central building would come to be a recruiting ground for the industrial enterprises of the city. Other cities have tried the plan with successful results, and there appears no valid reason to me why Rochester could not do so."

PFAUDLER COMPANY.

Attorney Hubbell to Secure Incorporation—The Directors.

"The Pfaudler company," is the title under which the new manufacturing concern which is soon to locate on the West side will be incorporated within the coming week. The name will at least be a more euphonious combination than the title under which it has labored in Detroit, where it has been known as the Pfaudler Vacuum Fermentation company.

Walter S. Hubbell, of this city, is the attorney who will file the articles of incorporation. He was to have filed them yesterday, but was delayed for some reason. The prospectus of the new company places its capital stock at $800,000, divided into 2,500 6 per cent. cumulative preferred shares of $100 each, and 5,500 common shares of $100 each. The common shares will be held entirely by the company. The preferred stock has already been subscribed for. No stock will be placed on the market.

The directors of the new company are given as Charles C. Puffer, Rochester; William G. Markham, Avon, N. Y.; Edward G. Miner, jr., Rochester; David O. Paige, Detroit, and George Wilder, Rochester. The incorporators will include these gentlemen and four other Rochester men who are heavily interested in the company.

E. G. Miner, jr., vice-president of the old company and the leading spirit in the organization of the new, was interviewed by a Post Express reporter this morning concerning the time at which operations in Rochester are to begin.

"We shall not abandon our factory in Detroit for a year yet," said he, "but we now have a civil engineer at work upon a topographical survey of our new site here and as soon as that preliminary is completed we will begin the erection of the new plant. Mr. Paige, our manager in Detroit, is now on a tour of the country to obtain the best and most modern ideas for the plant.

"Our preliminary plans as you see, are completed," continued Mr. Miner, handing his interviewer the sketch of the front and side elevation of the main building of the new plant.

"The construction of that building will be no light task," he commented, "for the foundations will have to support machinery using 100 horse power. In some places it may be necessary to put our walls down fifteen feet. We shall also erect a second building which will be a duplication of the first. The cost of the first building, we have estimated, will be between $150,000 and $225,000."

The land upon which the Pfaudler company will erect its plant and to which it will be given a deed by the citizens' committee, consists of the two McCall tracts, lying immediately on the west of the Pennsylvania railroad in Gates, and bounded on the north by the New York Central. It comprises about sixteen acres. From the southeast end of this tract, a narrow strip of land known as the Kelly tract extends to Buell avenue and tracks of the Buffalo, Rochester and Pittsburg railroad. The Pfaudler company desires this strip for an entrance to its works and may enter into arrangements with the Pneumatic Signal company to buy it jointly.

The accompanying picture is a preliminary sketch of the first or main factory which will be erected on the West side by the Pfaudler company. It will be of heavy mill construction, its foundations being built to support machinery using 100-horse power. The dimensions of the building are 322 feet by 277 feet. It will cover 90,000 square feet of ground —more than two acres. A second building will also be erected which will be a duplicate of the one pictured here.

CONVENTION HALL.

Free Masons May Provide a Building That Has Long Been Needed.

There is good prospect that Rochester will have a fine convention hall within a year, sufficient to handsomely entertain even so large a body as the General conference of the Methodist Episcopal church, which is now looking about for a suitable city in which to hold its next quadrennial meeting in 1904. Surrogate George A. Benton, president of the Masonic Temple association, is authority for the statement that the work of pushing a subscription paper for funds with which to erect a convention hall adjoining the temple will be taken up immediately after the annual meeting of the association on the 26th of this month.

The association already owns a vacant lot adjoining the new temple on which competent architects have estimated that a hall could be erected which would comfortably seat at least 2,500 people. It is [illegible] the hall, but would allow for the construction of a gallery as well, so that the total seating capacity of the hall would be between 3,000 and 3,500 people.

With the price of any large quantity of land eliminated from the cost of such a convention hall, its building will be an economical proposition. One wall will have been built and the same heating facilities that the temple will have will also heat the hall. So also with many other facilities afforded by the temple—they can all easily be extended to the convention hall. Moreover, with a building so commodious as the temple, adjoining the hall, special facilities will be offered to conventions in the way of committee rooms, post-offices, telegraph offices and stock rooms. It is proposed also, to extend a dining room under the main floor of the convention hall, which will comfortably seat a thousand persons.

The estimated cost of the hall, including the price of the small strip of land necessary to build the addition desired, is about $35,000. Major Benton says, and this sum, he is confident, can easily be raised by subscription among the members of the Masonic fraternity.

It is expected that the association will take definite action on the project at its meeting.

As an evidence of the way in which Rochesterians are awakening to the opportunities of securing manufacturing industries for this city, the fact is cited that Philip Kron, a contractor who is building ten houses on Brooks avenue, near Genesee street, called at the Chamber of Commerce yesterday and tendered to that body, through Secretary Ives, the gift of an acre of land on Genesee street for a manufacturing site. Mr. Kron explained his gift by saying that he had come to the conclusion that it was easier to secure the erection of new houses by inducing manufacturing enterprises to come to Rochester, than it was to hold his lands at a stiff figure, waiting for manufacturers to come and buy it.

Needless to say his offer was accepted.

NATIONAL H TEL BLOCK.

May Be Transform .. into a Great Department Store.

Walter B. Duffy has secured a forty-days' option on all the property in the block now occupied by the National hotel and other structures. The block's frontage is about 170 feet and its depth about 200 feet. Mr. Duffy himself owns the National hotel and the stables back of it. Buck & Sanger are the owners of the old Conalstory hall which also stands upon the block. The building has four floors and is occupied by tenants whose leases have from one to five years to run. This morning a Post Express reporter ascertained that from all but one of these Mr. Duffy had secured releases.

It is said, and apparently upon good authority, that the American Distilling company will erect upon this property a building covering the entire block, which will be used as a mammoth department store by a well-known local firm now doing business on East Main street. The American Distilling company, by the way, is represented by Mr. Duffy.

Mr. Duffy, when seen by a Post Express reporter, professed ignorance of the purpose to which, it is said, the property in question will be devoted.

"All I can say is that acting for certain clients I have secured options on the property," said he, "and it will probably come into my possession by the end of June. What it is wanted for, I do not know and there is no purpose to be served at this time by fooling the public with speculations that exist only in imagination."

The new store, it is said, will cater especially to the west side, although its proportions will be of such magnitude that it will stand in relation to the entire city as Siegel & Cooper's or Marshall, Field & Co., does to Chicago.

The manager of one of the large Main street department stores said to a Post Express reporter yesterday:

"If Rochester's population is about to be largely increased as a result of manufactories coming here, there is no question that the large stores will be compelled to increase their facilities. While the population of Rochester has doubled, the large stories have trebled their capacities and the same ratio of increase may be looked for in the future."

A LACE FACTORY.

Rochester Business Men Conferring With a Nottingham Manufacturer.

The addition of a lace factory to Rochester's manufacturing industries, seems to be an assured fact. Some days ago J. S. Lesser, senior member of the firm of J. S. Lesser & Co., who operate lace factories in Nottingham, England, and St. Gall, Switzerland, visited Rochester with a view to ascertaining its desirability as a place in which to locate an American branch of their industry. Introduced by President Brewster, of the Chamber of Commerce, Mr. Lesser quietly interviewed a number of prominent business men here and laid before them the prospects offered by the establishment here of such an industry as he represents. Nearly all the lace used in this country—and the amount is enormous—is imported from Europe. There are only three or four plants in the United States that manufacture it. Abroad the tariff is so high, averaging 75 per cent., that for several years the Lesser company has contemplated the erection of a factory in this country.

Recently this idea became a fixed determination and Mr. Lesser was on his way to Buffalo in response to communications with business men there, when he was induced to stop off at Rochester and investigate the manufacturing facili- to locate its plant, in which his own company would be the heaviest holder of stock. The amount which he proposed was $150,000.

Leaving Rochester, after his visit, Mr. Lesser proceeded to Buffalo. Business men there entered heartily into the scheme and promised quickly to raise the amount of money needed, but Rochester had made a much more favorable impression on Mr. Lesser than Buffalo. He returned to New York and after a consultation with other members of his firm, he wrote to the Chamber of Commerce here a few days ago, announcing that if the citizens of Rochester would support such an institution it was the determination of the company to build its plant here.

Receiving an encouraging reply, Mr. Lesser returned to Rochester yesterday and held a consultation with several leading busines men, including George Sherburne, of Beadle & Sherburne, and Henry C. Brewster, president of the Traders' bank. The Post Express learns upon good authority to-day that Rochester men have agreed liberally to subscribe to the amount of stock named by Mr. Lesser, and that the lace company itself will take $50,000 of the stock. A meeting of the busines men interested in the project is to be held with Mr. Lesser at the Traders' bank after banking hours this afternoon.

When interviewed at the Powers hotel last night, Mr. Lesser said:

"At present plans look very favorable for our coming here. It would be a little premature now to go into details about the size of the factory that will be built but it will be larger than either the factory we have at Nottingham or St. Gall. It will be run night and day, six days in the week, with three shifts of men, working eight hours each. The work is clean and desirable and women are employed in it. It is so managed that the latter can do work at their homes if they desire. Expert men are required to run the machines and they receive good wages, from $20 to $25 a week. The hand work that is to be done can be easily learned.

"Some of the machinery in the factories of the old county is not worth more than the same amount of old iron, as far as using it for a new factory is concerned. We shall build a new factory and put new, modern machinery in it. With this we shall be able to turn out three times as much lace as can be done by many of the European factories. The plant that we shall establish will pay in three months after it is in operation.

"Rochester is a good-sized city and, besides, it is clean and roomy. If the factory is built here, I shall come here to live for some time and bring my family, and I like the appearance of the place. Power is cheap, too, in this city. There is nothing that will bring manufacturing concerns to a place as quickly as cheap power. There are great possibilities in your river here. If they had such a thing in Europe, they would consider it one of the wonders of the world. We have so many advantages of this nature that often we do not realize how favored we are."

Mr. Brewster when interviewed by a Post Express reporter this morning confirmed the statement that a conference with Mr. Lesser was to be held at the Traders' bank this afternoon.

In reply to a question whether Rochester business men had promised to subscribe to the stock of the proposed industry, Mr. Brewster conservatively said:

"While nothing has been put down in black and white it is a fact that a number of Rochester business men look with much favor on the enterprise, among them Mr. Beadle, who has known the Lesser firm intimately for a number of years."

Mr. Brewster said it was impossible to state whether any definite action would result from the conference this afternoon.

GET SHAVED AT THE SIGN OF THE CLOCK.

Rochester Now Possesses One of America's Finest Barber Shops—Louis Phaler Opens To-day at No. 17 State Street.

The old Rosenberg place, No. 17 State street, Powers block, for 32 years a jewelry store, is now a barber shop. After 14 years of growing prosperity at No. 37 Corinthian street, Louis Phaeler opened for business in his new quarters this morning. The fine old town clock that for upwards of a generation has stood in front of No. 17, and bourn the sign of David Rosenburg, will continue to signal the hour for starting the cars as of yore, but henceforth it will tell a new story. To the modest youth, incumbered with the first faint fuzz upon his chin, and to the well seasoned patron of tonsorial art, for years to come, this familiar landmark will tick out the sage advice—Get Shaved at the Sign of the Clock.

Phaeler's is one of the handsomest barber shops in the United States. Mr. Phaeler has shown a fine degree of business, courage and enterprise in doing things upon so metropolitan a scale. There is not within the four walls of the establishment the first suggestion of cheapness. One cannot but feel a pleasing sense of the harmony, the quiet richness of the surroundings, the moment one crosses the threshold and one has but to settle down upon the great mahogany leather upholstered settee that invites you as soon as you are inside, to make this first impression abiding.

A maze of mirrors to the left, surmounted by a heavy projecting cornice set off with art pottery, palms, etc., and extending almost the entire length of the wall, the snow white marble floor, the [illegible] chairs of finest pattern, [illegible] and gentlemanly performing their work looking barber in keeping with the best in a manner in keeping with the craft, the continual traditions of the craft, the continual run of substantial looking business men, evidently come to enjoy the luxury of "a shave at its best"— and you have Phaeler's on opening day!

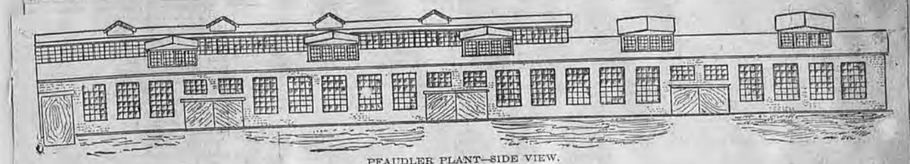
Mr. F. Bickford, of the firm of Bickford Brothers, has superintended the task of transforming this elegant spot to its present completeness, and to Mr. Bickford is due much credit for the able manner in which he has performed his work.

Among the many changes that have been wrought in the arrangements of No. 17, are a side door cut through from the rotunda of the Powers block, directly into the rear of Phaeler's, and a conveniently appointed wash room and lavatory in the basement, which is reached by a stairway in the rear.

Taken all in all, it is safe to say that those who patronize Phaeler's will find a service and surroundings that will do them good, and there will be found little if anything to be criticised.



PFAUDLER PLANT—END VIEW.



PFAUDLER PLANT—SIDE VIEW.

GOOD PROSPECTS FOR LACE FACTORY

E. J. Lesser Held Conference With Capitalists at Chamber of Commerce Yesterday Afternoon Regarding Stock To Be Subscribed To Bring Factory to This City.

E. J. Lesser spent another entire day in Rochester yesterday, discussing with business men of the Chamber of Commerce the proposed erection of a lace factory in this city. He left last evening with the understanding that a definite answer would be formulated as to the amount of stock that would be subscribed by local capitalists and the bonus that would be offered as an inducement to have the firm of E. J. Lesser and company locate in this city.

The firm has one factory at Nottingham, England and another at Gall, Switzerland. There is comparatively little lace of the best quality manufactured in the United States, most of the fine lace in this country being imported. The tariff duty on fine lace is about 75 per cent. and Mr. Lesser has become convinced that lace could be profitably, profitably made in this country, thus saving the tariff charges.

He started originally with the expectation of locating the American factory in Buffalo, but hearing of the recent industrial awakening in Rochester and learning there was manifested a disposition on the part of Rochester capitalists to extend special encouragement to outside factories to locate here, he stopped off in Rochester.

He spent several days in this city last week in consultation with members of the Chamber of Commerce, explaining his plans. The manufacture of lace is a business of which Rochester men know little, but the outlook, as explained by Mr. Lesser, seemed very promising and a number of wealthy men became much interested in the project, among them, R. B. Sherburne, of Beadle & Sherburne and Hon. Henry C. Brewster, president of the Traders Bank.

A private conference continuing several hours was held yesterday afternoon at the Chamber of Commerce rooms, that was attended by a dozen of the wealthiest men of the chamber who were interested inmanufacturing businesses and the entire filed was gone over. If the foctory is brought here, it is understood Mr. Lesser wishes to secure stock subscriptions for $100,000 in Rochester, while his firm will subscribe for $50,000.

All the men present at the Chamber of Commerce meeting yesterday afternoon expressed themselves as well satisfied with the prospect and there was considerable encouragement given that the stock subscription will be made. Some investigation will be made of the lace business this week by parties interested and if the investigations are satisfactory it is said there will be no great difficulty in securing the necessary subscriptions.

Although nothing definite was done yesterday before Mr. Lesser departed, he left with every prospect of success, and it is hoped that word can be sent him this week that the money will be raised and the subscription closed.

his dealT is not in the hands of the citizens committee. The lace factory is not of the sort that could be located at Lincoln Park where the land options have been secured. It is better to locate such a factory in a section of the town that will be convenient to the men and women who will work there. It is said that a tract of land on Lyell Avenue is most favorably regarded as a site for the new factory if it is constructed here.

The members of the citizens committee are working on their own lines and it is said they have another factory in sight, definite announcement of which is promised shortly.

Some progress has been made towards securing the location of the factory for the manufacture of silk, now located at Patterson, N. J., of which mention was made last week.

The articles of incorporation of the reorganized Pfaudler Company, increasing its capital to $800,000 will be filed at Albany and Rochester to-day. The only delay is occasioned by the fact that the consent of the secretary of state must be secured to change the name of the company from the Pfaudler Vacuum Fermentation Company to the Pfaudler Company. Signed June 20, '02

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Rochester Chamber of Commerce

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The Rochester Chamber of Commerce had the honor last year of inaugurating in the public parks free band concerts. The Park Board ably assisted, and the concerts maintained during the summer months gave instant and universal satisfaction.

To prevent crowding on the street cars, which last year could not be avoided, owing to there being but one concert, it has been decided to give two concerts each Saturday and Sunday afternoon, alternating in the different parks, beginning June twenty-first and closing September twenty-first.

The expense of the concerts outlined will be about $3,500. Of this amount the Park Commissioners have voted $1,200. The Rochester Railway Company will donate about as much more, and it is hoped and believed that the general public will give the remainder.

Will you kindly forward your contribution at your early convenience (any sum being gladly received), making check payable to Rochester Chamber of Commerce.

John M. Ivers
Secretary.

Rochester, N. Y., May 20, 1902.

MUSIC IN THE PARKS.

Chamber of Commerce Endeavoring To Raise Balance Necessary To Get It.

Herald May 21/02

Secretary John M. Ivers of the Chamber of Commerce is sending out notices inviting contributions to the fund for music in the public parks this summer. The expense of the concerts will be about $3,500. The Park Commissioners have voted $1,200 and it is said that the Rochester Railway Company is willing to make a contribution of a similar amount. The remainder is to be subscribed by the public. Contributions may be sent payable to the Chamber of Commerce. Two concerts are to be given each Saturday and Sunday, alternating in the different parks, beginning June 21 and closing September 21.

Those who have already subscribed to the Chamber of Commerce fund, together with the amounts, are as follows: Hiram W. Sibley, $100; L. P. Ross, $25; E. P. Reed & Co., $20; I. J. Jeffreys, $5; R. M. Myers, $5. In order to insure the success of the undertaking, all the money required—$1,200—must be subscribed within a month. Any amount will be accepted by the committee.

The band decided upon to furnish music this summer, in case the money with which to engage it can be raised, will be the 54th Regiment Band. Besides this organization, there will be one other, not yet decided upon. Last year Dossenbach's Band furnished music; but it has been engaged to play at Charlotte this season.

FOR PARK BANK CONCERTS.

Late Subscriptions to the Chamber of Commerce Fund.

Additional contributions to the fund for park band concerts have been received as follows by the Chamber of Commerce: Burke, FitzSimons, Hone & Company, $25; Charles J. Brown, $25; M. B. Shanta Company, $10; George W. Aldridge, $5; Morgan Machine Company, $5. The Chamber of Commerce is raising a fund of $1,200, which is one-third of the amount required to pay for the summer series of concerts at Seneca and Genesee Valley Parks. The Park Board and the Rochester Railway Company are to supply the remaining two-thirds.

A regular meeting of the Board of Trustees and executive committee of the chamber will be held Thursday afternoon of this week at 4:30 o'clock.

FOR PARK CONCERTS,

Chamber of Commerce Begins Work of Soliciting Funds.

The Chamber of Commerce is sending out its customary requests for contributions to the fund for music in the public parks this summer. The Park commission has voted $1,200 to the fund and the Street Railway company has offered to contribute one-third of all amounts raised. The amount needed is about $2,600 which will allow two concerts to be given on Saturdays and Sundays, beginning June 21st and closing September 21st.

The general public especially is urged to help this fund along. Any contributions will be gratefully received no matter how small. They may be sent payable to the Chamber of Commerce. Already contributions from private individuals have been received aggregating $155.

The Fifty-fourth Regiment band is one of the organizations which the committee desires to engage for the concerts. Besides this there will be one other band.—Times May 23.'02

CHAMBER OF COMMERCE WILL RAISE BAND CONCERT FUNDS

Times May 23.1902

Secretary Ivers of the Chamber of Commerce yesterday issued the following circular in regard to the band concerts which it is proposed to give in the parks this summer:

The Rochester Chamber of Commerce had the honor last year of inaugurating in the public parks free band concerts. The Park Board ably assisted, and the concerts maintained during the summer months gave instant and universal satisfaction.

To prevent crowding on the street cars, which last year could not be avoided, owing to there being but one concert, it has been decided to give two concerts each Saturday and Sunday afternoon, alternating in the different parks, beginning June 21, and closing Sept. 21.

The expense of the concerts outlined will be about $3,500. Of this amount the Park Commissioners have voted $1,200. The Rochester Railway Company will donate about as much more, and it is hoped and believed that the general public will give the remainder.

Will you kindly forward your contribution at your early convenience (any sum being gladly received), making check payable to Rochester Chamber of Commerce?

These contributions to the fund have been received: Hiram W. Sibley, $100; L. P. Ross, $25; E. P. Reed & Company, $20; L. A. Jeffreys, $5; R. M. Myers, $5.

c.1902

ANUFACTURES OF ROCHESTER BY SPECIFIED INDUSTRIES

Table from Census Bulletin No. 159, Showing the Kind of Industry, Capital Used, Value of Land, Machinery and Buildings, Number of Proprietors and Firm Members, Number of Salaried Officials and Clerks, and the Amount of Their Salaries, Average Number of Wage-Earners and Total Wages, Value of the Products and Other Interesting Statistics.

FOR FURTHER PARTICULARS ADDRESS SECRETARY CHAMBER OF COMMERCE, ROCHESTER, N. Y.

MANUFACTURING AND MECHANICAL INDUSTRIES	Number of establishments	CAPITAL: Total	Land	Buildings	Machinery, tools, and implements	Cash and sundries	Proprietors and firm members	SALARIED OFFICIALS, CLERKS, ETC.: Number	Salaries	AVERAGE NUMBER OF WAGE-EARNERS AND TOTAL WAGES: Total: Average number	Wages	Men, 16 years and over: Average number	Wages	Women, 16 years and over: Average number	Wages	Children, under 16 years: Average number	Wages	MISCELLANEOUS EXPENSES: Total	Rent of works	Taxes, not including internal revenue	Rent of office, interest, etc.	Contract work	COST OF MATERIALS USED: Total	Principal materials, including mill supplies and freight	Fuel and rent of power and heat	Value of products, including custom work and repairing
All industries	2,616	$49,086,212	$3,550,688	$7,695,879	$10,918,912	$28,920,733	2,932	3,259	$5,992,451	23,408	$13,832,122	22,560	$11,022,593	9,889	$2,641,241	959	$168,288	$9,143,154	$955,433	$190,459	$5,889,493	$2,107,779	$33,982,063	$31,557,122	$324,941	$39,129,859
Awnings, tents, and sails	3	64,100	23,000	3,000	6,500	31,600	5	3	3,000	55	24,400	42	20,480	13	3,920			5,606	1,656	150	3,800		28,053	26,938	1,115	69,984
Baskets and other basket products	4	16,100	1,500	1,150	1,250	12,200	4	1	700	14	5,000	11	3,600	3	1,400			2,805	400	25	2,402		5,782	5,602	180	15,000
Baskets, and rattan and willow ware	12	15,645	1,000	2,325	1,320	10,900	4	2	1,200	67	21,933	30	9,600	10	3,220			4,765	429	63	18	4,255	7,801	7,147	204	41,681
Bicycles and bicycle repairing	60	101,705	2,500	1,300	41,830	56,075	8	3	2,400	167	84,986	157	61,766					17,764	11,562	63	5,683	2,347	47,709	45,870	1,941	129,156
Bicycles and tricycles	8	354,284			85,763	267,621	8	42	20,433									6,861	148	16,787	1,297	220,458	210,572	3,886	308,190
Blacksmithing and wheelwrighting	73	107,490	39,200	23,825	19,125	25,360	83	9	15,266	120	51,256	82	40,156	32	14,292	6	2,808	7,013			1,475	261	29,400	26,500	2,900	56,276
Blank-book making and blank book binding	7	57,475			25,650	15,472	105	6	4,280	156	54,549	105	35,766	12	8,701	12	2,089	4,215	365		1,750		29,400	28,500	900	56,276
Boat and shoe nail stock	4	71,742	10,000		5,242	56,500	26	3	2,800	38	13,420	26	10,548	* 12	2,580	4	558	14,623	12,194	665	1,764		58,282	56,506	1,696	100,226
Boat and shoe findings	6	15,520			10,000	5,520	64	534	24,709	60	24,111															
Boots and shoes, custom work and repairing	128	80,195	19,500	22,205	15,290	21,165																				
Boots and shoes, factory product	60	2,942,648	8,100	20,962	788,278	2,124,310	67	226	262,860	4,483	1,664,903	2,423	1,004,155	1,788	533,509	274	69,191	284,453	66,720	2,692	345,222	37,168	4,036,537	3,997,656	38,881	6,933,111
Boxes, cigar	3	11,500			4,000	7,500	4			18	7,188	11	5,499	6	1,689	1	400	1,205	300		316		12,341	11,500	841	18,500
Boxes, fancy and paper	4	43,000	17,000	51,000	135,972	225,028	5	12	10,766	127	56,615	117	54,119					7,205	2,278	26,500			192,502	182,016	1,326	292,010
Boxes, wooden packing	4	189,293	36,000	42,000	30,545	80,748	6	6	4,168	65	34,490	57	24,430					4,175	550	420	186		161,382	151,181	2,703	204,941
Brass castings and brass finishing	14	101,499	12,000	20,000	15,845	44,654												1,155								
Bread and other bakery products	58	365,198	26,000	95,150	118,305	105,743	112	44	18,140	273	77,990	227	77,693	43	9,490	3	907	69,702	17,647	2,972	20,153		502,770	484,893	17,877	875,027
Brooms and brushes	4	11,650	800	1,500	2,250	6,500	3	22	17,634	378	163,511	302	121,144	303	37,927	26	3,235	38,551	9,447	280	28,824		27,501	22,619	772	41,206
Buttons	4	291,572			28,040	253,532	4	10	11,276	502	319,862	3	284,747	4	1,676			300,350	6,711	1,893	104		58,562	38,000	2,703	394,052
Carpentering	152	205,971	60,150	55,975	72,412	201,384	4	1	1,000		2,324							431	316	11			901,066	898,667	2,399	2,056,156
Carpets, rag	4	6,005	200	300	5,080	375	2																961	810	151	6,387
Carriages and sleds, children's	3	51,794	100	450	2,150	49,094	6	6	1,150	9	4,000	6	3,310	2	676	1	164	1,792	1,423	369	99		24,700	24,593	107	39,075
Carriages and wagons	16	1,316,070	139,500	177,800	131,702	1,035,725	13	53	75,569	463	284,943	363	284,747					5,045	4,021	1,024			275,640	269,330	6,310	700,417
Cars and general shop construction and repairs by steam railroad companies		362,895	32,500	61,700		135,995	53	53	22,943	508	231,698	503	251,605					699	301	25	116		422,042	147,943	545	531,658
China decorating	4	9,210	1,000	1,000	5,250	1,960	4	1	1,000	2	446	399	148,944	175	64,564	18	2,671	445	42,884	1,257	22,624	122,524	1,455	1,090	365	6,179
China, glass, and stone work and repairing	184	609,672	37,875	60,300	45,740	465,757	206	33	28,604	443	209,979							199,289					431,852	426,810	5,042	1,193,672
Clothing, men's, factory product	207	6,045,528	153,855	274,781	216,250	5,400,642	377	244	535,529	4,672	1,858,166	1,933	1,071,301	2,005	609,281	134	17,584	1,764,196	78,629	12,643	356,292	1,316,716	5,322,465	5,480,763	41,704	11,135,220
Clothing, men's, factory product, buttonholes		25,300	3,000	8,000	12,150	2,150	5	8	5,512	95	15,686	16	10,240	17	5,081			1,002	284	61	1,672		4,845	4,168	547	26,524
Clothing, women's, dressmaking	219	157,688	30,700	29,500	31,693	67,273	237	11	9,315	255	40,977	6	2,252	219	37,649			5,285	2,260	25	3,000		163,902	161,293	6,429	363,820
Clothing, women's, factory product	4	93,500			17,427	76,100	3	12	8,913	22	6,021	13	5,949	9	72			6,883					88,431	87,861	570	153,337
Coffee and spice roasting and grinding	8	80,000			17,000	71,000																	122,756	120,956	1,799	182,761
Confectionery	42	436,244	16,500	20,150	84,272	315,722	69	24	9,795	799	152,304	181	63,407	522	74,202	96	14,695	270,964	21,388	1,240	248,336		650,603	641,691	8,912	1,321,296
Cooperage	16	96,200	18,400	15,300	5,307	57,193	7	2	1,125	31	9,045	7	2,400	24	6,645			2,657	1,135	1,667	291		119,082	118,649	1,049	213,005
Copper work	6	236,000			50,000	186,000	7	1	1,333	61	26,629	56	26,629					4,905	4,120				119,082	118,649	1,049	213,005
Cutlery and edge tools	4	248,259	50,000	38,500	26,858	132,901	7	2	1,873	66	15,864	29	6,870	34	6,269			5,313			2,000		34,522	32,000	2,522	73,267
Dyeing and cleaning	6	88,410			10,200	78,210	11	8	3,692	68								2,607	225		2,382		2,223,883	2,068,962	154,921	2,500,000
Electrical construction and repairs	9	57,600	12,000	3,000	6,065	36,535	6	9	9,580	54	34,522	54	34,522					4,271	99	10,159			223,883	222,717	708	361,642
Electroplating	3	17,961			10,700	7,261	3	2	1,125	31	17,745	5	2,645	2	800	24	14,300	4,529	1,271	99	10,159		2,223,883	2,068,962	154,921	2,500,000
Engraving and electrotyping	6	6,120			3,800	2,320	3	2	1,236	12	3,782	5	956	* 12	500	1	326	6,742	5,271	665	1,764	417	9,400	8,500	900	20,000
Engraving, wood	3	1,450			1,200	250				6	1,692							2,671	911		1,760		58,282	56,506	1,696	100,226
Fancy articles, not elsewhere specified	3	1,500			650	850	5	2	500	2	600															
Fireworks	3	4,525	800	1,000	975	1,750																				
Flavoring extracts	3	820,793	126,000	153,764	178,710	347,319	3	27	31,436	156	73,267	156	73,267					117	83	26	8		2,223,883	2,068,962	154,921	2,500,000
Forging and drop mill products	14	12,793			3,000	9,793	3	2	980	53	20,800	53	20,800					8,783	5,662	1,456	2,000		9,005	8,900	105	20,000
Food preparations	73	4,266,826	323,852	502,991	1,021,459	2,518,524	53	208	257,651	1,803	1,020,690	1,877	1,019,221	26	1,469			582,942	4,270	270	15,463	331,108	1,035,392	1,023,275	12,117	1,500,000
Foundry and machine shop products	18	1,042,843			5,300	37,543	7	2	1,200	69	27,917	22	14,297	15	13,620			16,365					331,108	196,392	134,716	1,500,000
Fur goods	5	250,153			10,972	239,182	7	84	29,063	256	93,273	72	39,766	219	50,745	7	762	14,529	5,271	99	10,159		98,438	99,182		201,642
Furnishing goods, men's	24	26,555	3,093	3,150	6,870	13,575	25	2	1,500	50	22,364	49	22,364					6,742			2,627	175	74,827	72,584	2,243	99,441
Furniture, cabinetmaking, repairing, and upholstering	23	1,493,471	118,300	181,300	211,842	982,029	21	33	1,600	12	6,813	12	6,813					1,763	985		780		26,940	26,592	348	57,000
Furniture, factory product	3	24,291			9,842	14,449																	7,706	7,415	291	20,250
Glass, cutting, staining, and ornamental	3	10,500			4,200	6,300	4			9	4,993	8	4,493	1	500			1,703	985		780		4,998	217,139	82	28,500
Hand stamps																		19,648	3,350	2,104	15,096		66,417	65,335	1,082	97,000
Hardware	4	356,699	85,000	50,000	103,000	158,699	6	24	24,820	141	69,980	140	69,820			1	160	1,443	1,443				5,706	5,500	206	10,000
Hats and caps, not including fur hats and scull hats	6	11,800			2,200	9,600	6	1	600	10	3,562	10	3,562													
Instruments, professional and scientific	5	194,426	5,800	11,500	22,326	149,727	6	6	2,800	63	32,700	56	31,464	7	1,236			1,170	955		215		114,095	113,340	755	201,000
Ironwork, architectural and ornamental	4	56,800				21,600	4	4	2,400	50	24,200	50	24,200					1,170	955		215		114,095	113,340	755	201,000
Jewelry	3	23,310			1,910	21,400	4	1	800	5	6,960	5	6,960										29,400	28,500	900	56,276
Lamps and reflectors	3	225,850	10,000	50,000	100,000	159,859	1	24	25,844	319	106,393	205	104,853			2	1,540						222,609	218,671	3,938	370,000
Liquors: malt	4	42,874			20,474	22,400	4	14	17,465	404	205,662	191	206,662					13,386	3,350	2,104	7,932		17,085	16,500	585	30,000
Liquors: rectifying and engraving	14	4,906,698	723,991	1,313,774	845,244	2,023,689	14	24	23,868	444	165,031	139	163,631	1	261	4	1,140	7,886	1,443		6,443		1,035,392	1,023,275	12,117	1,500,000
Lock and gun smithing	8	613,172	30,000	78,260	297,587	210,625	8	1	1,800	8	3,196		2,976										331,108	196,392	134,716	1,500,000
Looking-glass and picture frames	13	6,100	600	600	1,900	8,650																				
Lumber, planing mill products, including sash, doors, and blinds	7	277,100	12,100	18,500	38,550	208,150	14	36	46,911	263	108,606	225	105,656	13	2,600	2	350	32,134	8,281	505	23,348		114,095	113,340	755	201,000
Machinery, not including machinery for special industries	17	577,127	58,700	111,954	133,113	273,360	18	30	35,514	368	175,778	305	175,778					36,273	11,240	2,095	22,938		222,609	218,671	3,938	370,000
Malt	7	114,059	10,000	13,000	18,300	72,759	11	2	2,250	186	82,968	183	82,968					4,815	3,617	588	610		89,241	86,496	715	213,000
Marble and stone work	31	231,768	59,475	24,500	65,305	82,488	15	6	4,200	172	54,869	167	54,481	5	388			12,372	5,746	1,346	4,276	1,004	169,440	162,000	7,440	300,000
Masonry, brick and stone	50	129,299	6,150	14,750	6,400	109,999	67	15	6,138									4,770	1,913	633	1,913		192,016	190,382	1,634	302,000
Millwork, custom work							16	8	24,214	36	317,097	34	316,445	2	652			4,770	1,913	633	1,913		192,016	190,382	1,634	302,000
Mineral and soda waters	10	$117,150	$8,150	$8,500	$70,500	$30,000	10	2	1,000	39	20,700	34	19,500	4	1,200			268	72	196	197	5,104	501,770	484,893	17,377	875,027
Models and patterns	10	138,200	3,000	17,000	6,700	111,510	9	3	1,200	5	2,849	5	2,849					8,601	3,000	197	5,404		27,501	22,619	772	41,206
Monuments and tombstones	3	27,115	6,200	1,500	1,565	13,750	3	15	19,018	298	99,800	267	99,766			31	34						58,562	38,000	2,703	394,052
Musical instruments, pianos and materials	3	255,148	14,000	18,978	26,140	196,130																	901,066	898,667	2,399	2,056,156
Optical goods	3	1,588,067	84,500	202,867	412,066	918,634		113	86,341	977	454,072	690	406,049	253	44,927	32	3,036	159,652	750	4,492	154,471		961	810	151	6,387
Painting, house, sign, etc	126	143,120	19,500	21,950	24,661	74,209	138	2	1,500	384	191,317	385	190,886	3	431			1,977	1,977				124,648	122,452	2,196	203,000
Paper mangling	4	64,550	1,000	1,500	3,950	58,200	4	1	1,000	45	28,500	43	28,500					3,455	1,977	1,354	124		52,376	50,376	2,000	94,000
Patent medicines and compounds	29	393,035	51,150	152,250	69,305	120,330	29	83	51,591	63	28,583	32	20,845	30	7,380	1	358	635	197	154	284		197,194	196,846	348	300,000
Paper and paper materials	19	579,093	46,587	21,100	59,206	242,100	27	57	5,020	543	247,172	367	247,172					1,005	300	100	605		30,510	29,763	747	50,000
Perfumery and cosmetics	8	356,624	15,000	60,000	76,000	205,624	7	57	58,014	106	22,309	19	5,884	15	5,541	1	100	26,350	2,765	1,000	10,740		49,509	47,000	2,509	80,000
Photographic apparatus	7	1,037,227	66,100	161,330	151,603	678,304	3	69	14,731	1,282	477,158	1,091	460,027	141	4,316			113,691	26,350	2,357	86,984		1,641,448	1,579,712	61,736	2,500,000
Photographic materials	7	252,734	1,000	1,000	43,812	206,922	4	11	6,641	92	31,394	57	32,474	23	8,606	2	314	31,945	5,360	324	7,401	2,268	138,701	86,010	1,254	240,000
Planing mill products	94	108,450	8,200	6,625	6,650	87,275	41	4	1,200	43	20,674	43	20,674					31,945	5,360	324	7,401	2,268	138,701	86,010	1,254	240,000
Plumbing, and gas and steam fitting	55	541,696	43,500	36,243	20,311	421,642	59	47	24,878	362	130,402	256	106,318	83	20,482	23	3,602	90,906	17,572	1,093	15,850	1,500	634,554	624,104	10,450	1,000,000
Printing and publishing, book and job	32	465,819	9,500	11,000	266,688	209,276												20,906	10,006	90	10,810		634,554	624,104	10,450	1,000,000
Printing and publishing, newspapers and periodicals	20	2,474,634	191,600	132,837	551,978	1,598,219	13	242	227,740	766	363,578	638	314,777	105	48,506	23	320	267,027	6,703	1,500	115		24,700	24,593	107	39,075
Roofing and roofing materials	3	31,600	2,000	4,000	10,700	14,900	5	3	2,196	27	16,620	25	16,100					6,538	916	850	4,772		275,640	269,330	6,310	700,417
Sawing and planing	7	106,041	34,914	19,200	12,102	41,825	7	9	10,392	139	57,671	114	54,290	5	1,027	1	204	13,246	7,264	623	5,359		32,376	31,453	923	51,658
Sawing and planing, not including woodenware	25	178,551	10,500	6,700	17,651	143,700	24	9	10,392	29	14,756	29	14,756					9,999	3,984	625	5,390		32,376	31,453	923	51,658
Sewerage	10	99,200	38,000	22,600	15,250	23,350																				
Sewing machine repairing	3	10,000			450	9,550	1	1	200	4	2,067	4	2,067					403	400	3			1,225	1,225	20	2,500
Shirt and boat building, wooden	3	80,552	200	4,300	4,672	71,450	2	2	2,621	8	3,010	6	2,141			2	869	1,181	1,181				9,400	8,500	900	20,000
Skirts	3	4,125			1,500	2,625	2	1	600	8	1,880	8	1,880					591	245		346		2,223,883	2,068,962	154,921	2,500,000
Slaughtering and meat packing	23	992,149	9,800	97,023	96,688	788,638	120	11	98,285	2,093	922,444	278	90,242	15	2,202			100,506	40,006	90	1,919	98,557	1,035,392	1,023,275	12,117	1,500,000
Smelting, copper refining, and sheet-iron working	52	214,587	23,600	30,950	42,222	118,365	60	11	5,195	200	93,343	199	93,148			1	195	25,101	9,886	959	12,686	1,570	153,772	148,886	2,676	276,000
Tobacco, cigars and cigarettes	87	597,533	53,150	76,100	105,482	322,801	90	9	97,726	739	225,743	310	146,595	384	75,760	36	3,390	1,301,108	7,431	3,186	1,290,491		880,190	876,511	4,787	1,757,000
Trunks, leather	8	78,051	3,000	7,000	24,051	44,000	8	5	5,724	61	17,996	25	9,574	31	7,688	2	734	12,954	8,827	78	2,749		44,400	43,500	332	82,000
Watch, clock, and jewelry repairing	48	48,190	1,950	2,950	16,433	26,860	48	3	2,400	39	20,807	39	20,807					3,469	1,676	98	1,695		15,463	15,000		30,000
Waterworks, including wire rope and cable	6	30,200	1,300	800	6,300	21,800	6	1	1,200	39	13,514	39	13,514										2,100	2,000	100	4,000
Wood, turned and carved	6	38,559	2,900	1,500	14,000	9,550	10	1	1,200	39	18,830	28	18,230	3	600			2,967	1,255	33	1,217		44,400	43,500	332	82,000
All other industries[1]	113	8,421,273	560,229	993,848	3,365,310	3,501,886	109	432	478,035	3,499	1,397,191	2,042	852,103	1,318	336,634	59	9,754	699,154	52,674	44,639	599,841	11,898	5,522,749	5,416,000	106,270	8,283,711

[1] Includes artificial feathers and flowers, 1; artificial limbs, 2; babbitt metal and solder, 1; bags, paper, 2; belting and hose, leather, 2; billiard tables and materials, 1; blacking, 1; bluing, 2; boot and shoe uppers, 2; brasswork, 2; bridges, 2; cars and general shop construction and repairing, 1; coffins, burial cases, 1; cooperage, 1; cornice, gutter, and ridge roofing, 1; dressing and polishing preparations, 2; cloth, sponging and preparing, 1; electrical apparatus and supplies, 2; engraving and illuminating, 1; fertilizers, 1; fireworks, 1; fruits and vegetables, canning and preserving, 1; gas, illuminating and heating, 1; glass, 2; gloves and mittens, 2; gold and silver, leaf and foil, 1; grease and tallow, 2; hairwork, 1; hosiery and knit goods, 2; ice, 1; ice machines and meters

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THE ROCHESTER HERALD, MONDAY

BOTH RUMORS SAID TO BE CORRECT

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Following this came a denial from Landlord Doud that he had any intention of retiring from the National Hotel of which he held a lease that did not expire for nearly three years. Moreover the livery stable in the rear of the hotel has been recently reconstructed at a cost of nearly $15,000 and Mr. Thompson has stated emphatically he has no intention of relinquishing his lease of this property.

On Saturday came the rumor that instead of a department store a new theater was to be built on this block and the guess was made that the rumor of a west side department store was simply to divert attention to the theater project.

A Herald reporter learned yesterday on what is thought to be the best of authority that both the projects of building a department store and a theater were likely to be realized and that the plans had been so drawn as not to disturb the National Hotel or the livery stable in the rear. Mr. Duffy is out of town but it is expected on his return that the options will be taken up and the new plans be made public.

There is a large open space at the corner of Plymouth Avenue and West Main Street, fronting the National Hotel. When the repairs were made by Mr. Duffy on the hotel last year it will be remembered that the entrance to the National Hotel was changed from Main Street to Plymouth Avenue. Even the walks leading to the front verandah of the hotel were removed and a new walk with an entrance on the side was built. Since that time the vacant tract has been used as a lawn for the hotel property.

It is now learned that this change of entrance was made in anticipation of some new building on this tract. The new structure to be erected on this site will, it is said, include a department store as well as a theater. The theater will, according to present plans be devoted to vaudeville.

The National Hotel will not be torn down or abandoned, but the lawn in front of the hotel will be built over and the new block will extend flush up to the corner of Plymouth Avenue. Although the new block will shut off the front of the National Hotel, the hotel itself and the livery in the rear will not be disturbed. The new block will be built in such a way as to let the hotel alone, shutting off its front view only. Thompson's livery stable, too, will not be touched in the rear. But every inch of land, aside from the hotel and barn property will be taken for the use of the new department store and the proposed theater. In other words, the rumors regarding a possible store and theater are said to be both correct.

ROCHESTER CHAMBER OF COMMERCE

Dear Sir:

The New York Central and Hudson River Railroad has recently inaugurated changes in their method of handling way freight from Rochester beyond transfer points, which will effectually do away with the expensive and exasperating delays which have heretofore so hampered and cut off the wholesale business from Rochester to points especially east of Syracuse and west of Buffalo on their lines, and we feel our merchants can now ship goods to such points with the reasonable assurance to the trade that delivery will be made inside of four days, and in most cases in two and three days. This will be an important and lasting advantage to our merchants, as heretofore we have been almost entirely cut off from trade at these points, owing to the fact that it took usually more than a week to make such deliveries, when New York and Boston could do it in two to three days.

We trust you will appreciate the efforts of the Chamber of Commerce in bringing about this gratifying result.

Yours respectfully,

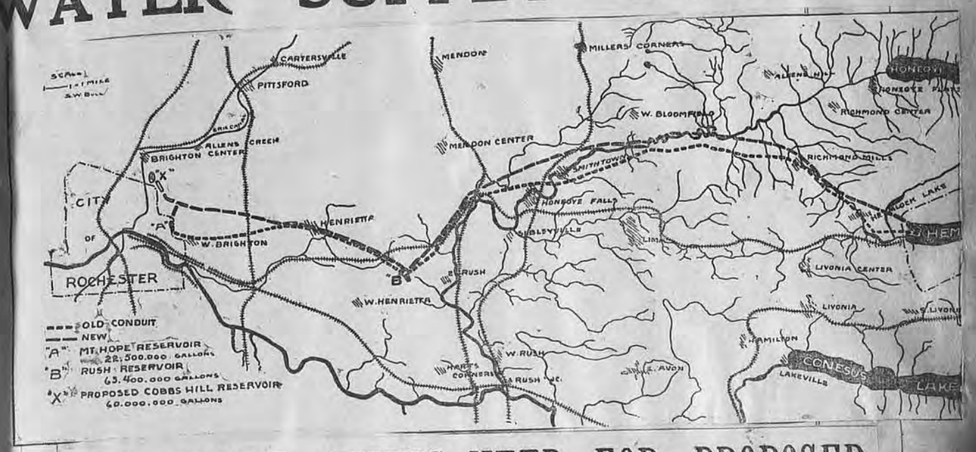
John M Ward

Secretary.

Rochester, N. Y., June 13, 1902.

THE EVENING TIMES.
MAY 26 1902.

ROCHESTER'S WATER SUPPLY SYSTEM.



ROCHESTER'S CRYING NEED FOR PROPOSED COBB'S HILL RESERVOIR OUTLINED

Public interest in the construction of the proposed new reservoir on Cobb's Hill is daily increasing and the citizens and business men of this city are awakening to the fact that with the present limited reserve water supply the city is threatened, not only with inconvenience in case of an emergency which might arise any day, but also with great danger from fire and with enormous loss to the business interests of this city, as well as untold personal annoyance to every resident. Briefly, the Mt. Hope reservoir contains a supply sufficient for only a little over one day. Should any accident befall the conduits between the Mt. Hope and Rush reservoirs a water famine would be inevitable. In these circumstances the demand for the prompt construction of the Cobb's Hill reservoir, with its 60,000,000 gallons reserve supply is becoming more and more imperative.

It only needs a glance at the statistics of Rochester's water supply to see how great is the need for the new reservoir. The water supply for this city, aside from the comparatively small amount furnished by the Holly system, comes from Hemlock Lake. All this water is carried in two conduits, first from Hemlock Lake to the Rush reservoir, thence to Mt. Hope reservoir, where it is distributed over the city. If a break should occur in these conduits Rochester would be entirely dependent upon its reserve supply until that break could be repaired. And that reserve supply is lamentably insufficient for such an emergency.

Danger of Breaks.

The greatest danger to the water supply of this city would come from a break in the conduit lines between Mt. Hope and Rush reservoirs. In many places the two conduits between these two points run only a short distance apart. An accident which affected one conduit would be liable despite every precaution to affect the other. Several small creeks are crossed by the conduits between Mt. Hope and Rush reservoirs. A spring freshet, the forming of an ice gorge, any of the numerous possible accidents would break down both conduits. The condition in which the city would be left in such an emergency would be alarming.

Small Water Reserve.

Practically, in event of the breaking of the Mt. Hope-Rush line, Rochester would be dependent upon the supply stored in the Mt. Hope reservoir. When full, this reservoir has a capacity of 22,500,000 gallons. The average daily use of water in this city during last year was 13,250,000. This means that the supply of water on hand would last about one and three-quarter days were the present average consumption the same as that of last year. At the end [illegible] the city would be shut off from water, except for the comparatively small amount in the Holly hydrants. None of this is used in residences, only a very small amount in business places and in case of a fire of any extent the city would be practically unprotected.

But the city water supply would be actually crippled even quicker than is shown by these figures. The daily average of water used is larger than it was last year and is steadily increasing. In addition, the amount rises in very hot or cold weather to about 18,500,000 gallons per day. Should the break occur at these times the city would be left without water in less than 36 hours.

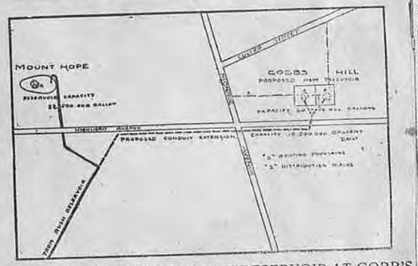
The New Reservoir.

Under the present small reserve supply system, however, it would not require a break in both the conduits between the Mt. Hope and Rush reservoirs to cut off the city's water supply with alarming rapidity. Of the two conduits bringing the water from Rush reservoir one has a capacity of 8,000,000 and the other, the new conduit, of about 19,500,000 gallons per day. If instead of the break occurring in both conduits it should happen to the new one, an emergency liable at any time, the city would experience a water famine in three days. The repairing of a big conduit is a piece of work which, no matter how much it is rushed, is certain to occupy several days. An example of this was shown during the construction of the new conduit. Two of the large five and a quarter ton stop valves were broken. Working under the most favorable conditions it required five days to replace them. A much longer time would be required to repair a big break in the conduit itself, especially as such a break would be most likely to occur in the winter or spring, when work would be greatly delayed by weather conditions and possible floods.

With the construction of the proposed reservoir on Cobb's Hill, however, all this would be changed. The capacity of that reservoir would be about 60,000,000 gallons. This would make the reserve water supply of Rochester 82,500,000 gallons, instead of only 22,500,000 gallons, as at present. If a break should occur in either, even in both, of the conduits between this city and Rush reservoir, there would be a supply on hand that, with economy, would be amply sufficient for the city's needs until the conduits could be repaired. If the break should occur between Rush reservoir and Hemlock Lake there would be even less cause for worry, as there would be the additional 63,400,000 gallons in Rush reservoir to draw upon. The city could feel that it was amply provided against any emergency.

Futile Objections.

The principal objection urged against the construction of the Cobb's Hill reservoir is that the price asked by the owners of the property in question is too great. For the construction of the reservoir it is estimated that 55 acres would be required. A price of $2,000 an acre, $110,000 in all, has been asked for this land. The committee which has investigated the subject was emphatically in favor of the reservoir, recognizing that it is an imperative necessity to Rochester. It stated, however, that $2,000 an acre was too much. If the price asked, however, is exorbitant, it would be a matter of little difficulty to have the land appraised by a commission and condemned. Each year, in fact each month, in which definite action on the question is delayed the position of the city becomes more and more difficult. On one side of Cobb's Hill is a large sand and gravel pit. Excavations are being continuously made from this and the site of the proposed reservoir is being steadily cut into. Already this has gone on to such an extent that the reservoir which was first planned cannot be constructed, part of the land which was to have been used having been carried away. By next year the situation will be worse. And there is no reason to think that the price will be less in a year or two years from now. It is likely, on the contrary, to be greater.



MAP SHOWING PROPOSED NEW RESERVOIR AT COBB'S HILL AND PLANS FOR CONDUIT EXTENSION.

Immediate Action Needed.

An additional reason for the immediate purchase of the Cobb's Hill site is that the sand and gravel, now being carried away to the detriment of the proposed reservoir, could be sold by the city if a change was made in the place from which they were taken. At present the excavations are being made from the side of the hill, thus cutting down the area available for the reservoir. It has been proposed, and the proposal has met with the approval of engineers, that a tunnel be run into the hill. Through this tunnel the sand and gravel which must necessarily be excavated to make the reservoir could be taken out. The sale of the earth thus excavated could be applied to reducing the expense of building the reservoir.

Plan of Reservoir.

Under the plans which have been approved by City Engineer Fisher and Commissioner McClintock, the reservoir would be divided into two sections, connecting with each other by gates. The water to fill the reservoir would be drawn from the new conduit, which at present runs from Rush to Mt. Hope reservoir. This conduit is 28 inches in diameter and has a capacity of about 19,500,000 gallons a day. At present this conduit runs from Rush reservoir to a point a short distance southeast of Highland Park. There it turns and connects with Mt. Hope reservoir. At the point of turning a "T" joint has been made in the pipe. Should the Cobb's Hill reservoir be built it would require practically no change in the new conduit. A steel pipe would be connected at the "T" joint. This pipe would run south a short distance to Highland Avenue. It would then run east along Highland Avenue, crossing Monroe Avenue and then turning to the left would run up Cobb's Hill and into the new reservoir.

System of Distribution.

From the new reservoir a pipe would run down Monroe Avenue to near Sumner Park or Boardman Avenue, then turning run to Pearl Street, where it would connect with a big new pipe recently laid from Mt. Hope reservoir. In this manner the Cobb's Hill and Mt. Hope reservoirs would be connected and in case of an emergency the water

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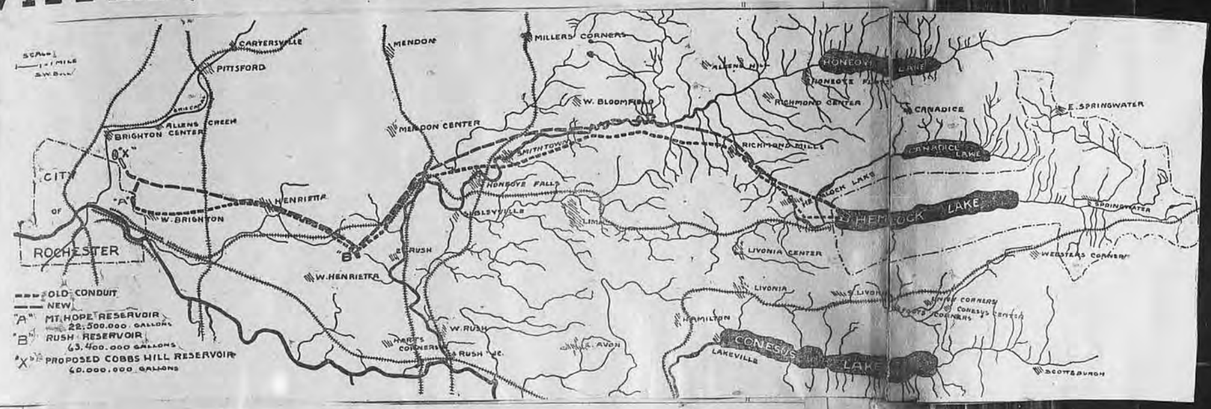
Secretary.

Rochester, N. Y., June 13, 1902.

ROCHESTER'S WATER SUPPLY SYSTEM.



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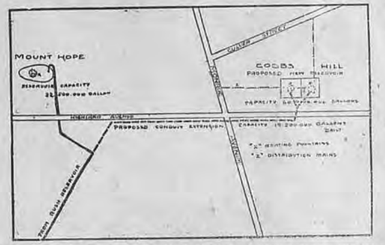

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Under the plans which have been approved by City Engineer Fisher and Commissioner McClintock, the reservoir would be divided into two sections, connecting with each other by gates. The water to fill the reservoir would be drawn from the new conduit, which at present runs from Rush to Mt. Hope reservoir. This conduit is 38 inches in diameter and has a capacity of about 19,500,000 gallons a day. At present this conduit runs from Rush reservoir to a point a short distance southeast of Highland Park. There it turns and connects with Mt. Hope reservoir. At the point of turning a "T" joint has been made in the pipe. Should the Cobb's Hill reservoir be built it would require practically no change in the new conduit. A steel pipe would be connected at the "T" joint. This pipe would run south a short distance to Highland Avenue. It would then run east along Highland Avenue, crossing Monroe Avenue and then turning to the left would run up Cobb's Hill and into the new reservoir.

System of Distribution.

From the new reservoir a pipe would run down Monroe Avenue to near Sumner Park or Boardman Avenue, then turning run to Pearl Street, where it would connect with a big new pipe recently laid from Mt. Hope reservoir. In like manner the Cobb's Hill and Mt. Hope reservoirs would be connected and in case of an emergency the water

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from the other.

A second pipe would run from the Cobb's Hill reservoir, connecting with the present pipe at Bowen Street. From this point the water would be distributed all over the East Side.

Advantage of Situation.

All the engineers and citizens who have made an inspection of the Cobb's Hill site are enthusiastic over it. Contrary to the general impression it is considerably higher than the site of the Mt. Hope Reservoir. The highest point on the Cobb's Hill site is on the 400-foot level (the aqueduct, which is taken as the measuring point, being considered on a 250-foot level). The general level of the site is 325 feet. It can readily be seen how important this high level would be in case of a fire in any of Rochester's tall buildings.

In Case of Fire.

The estimated cost of the new reservoir is about $500,000, and the saving to the city of Rochester can scarcely be estimated. Besides averting the terrible danger of a water famine it would result in an immediate and almost daily saving in the loss from fires. Under the present system the water from the Rush Reservoir under ordinary circumstances runs into Mt. Hope Reservoir before being distributed over the city. When an alarm of fire is sent in, however, in order to get a stronger pressure the gate leading to the Mt. Hope Reservoir is closed and a gate opened which gives a direct connection from the Rush Reservoir to the big South Avenue main. This gives pressure direct from Rush, but to obtain it much precious time is wasted. Seventy-two turns of a wheel operated by a sort of capstan are necessary to make this direct connection. THIS TAKES FORM FIVE TO TEN MINUTES. This time is necessarily wasted, and wasted at the beginning of a fire when every second counts. While the direct loss from this source can not be estimated, it is evident that there is a property loss in every fire, and in case of a sudden conflagration untold damage might result. In Cleveland and many other cities more up-to-date methods of turning on extra pressure in case of fires are used, with the result that the direct connection is made almost instantly and the five to ten minutes which may mean the difference between a small blaze and a great fire are saved. A change in the method of turning on the direct pressure is needed in Rochester and should be made without waiting for the construction of a new reservoir. Of course, when the new reservoir is made a modern gate system for use in case of fires would be put in.

Business Interests Hurt.

The recent industrial boom in Rochester has made the absolute necessity for the Cobb's Hill reservoir even more apparent than in the past. A number of large concerns have announced their intention of locating in this city, and the Citizens' Committee is making strenuous efforts to bring more to Rochester. The present conditions are a direct menace to the new as well as to the old manufacturing concerns in this city. A water famine, even if no fire happened to break out, would mean great loss and inconvenience. And with the threat of a water famine hanging over the city outside capitalists are, of course, more reluctant about investing capital in large factories or other industrial schemes in this vicinity. It is a factor which would count heavily against Rochester were this city competing with some other city for the location of a big factory.

The necessity for the Cobb's Hill reservoir is not a new one, although the growth of the city and the recent industrial developments have brought it prominently to the front. In March, 1894, City Engineer Kuichling made a report to the Executive Board, which was referred to the Common Council, with the recommendation that immediate action be taken. No action was taken. In the meantime the city has grown, the need for the reservoir has increased and at the same time the expense of building it has become greater. Each year action is deferred all this will be more and more true. It is estimated that the total cost now would be about half a million dollars. In a year or two years the cost will be greater, the necessity more imperative.

Summary of Situation.

The actual conditions in brief form were presented in a recent communication from Commissioner McClintock and City Engineer Fisher to the Common Council. In its summary of conditions the communication said:

"First—Mt. Hope, or Highland, reservoir has a capacity, when full, of 22,500,000 gallons.

"Second—The average daily use of Hemlock water for 1901 was 13,250,000 gallons. The maximum daily use during the hot summer months or in the cold winter months is about 40 per cent more, or about 18,500,000 gallons per day.

"Third—Our storage capacity, therefore, is one and three-quarters (1¾) days' average use, and not much over one day's maximum use.

"Fourth—The maximum capacity of the old conduit from Rush to Mt. Hope is about 8,000,000 gallons per day. The new conduit at present about 12,000,000 gallons per day.

"Fifth—A break involving both conduits occurring during maximum use would produce a water famine over the entire city in less than 36 hours. If the new conduit was thrown out of use, with the old conduit in operation, the reserve would last less than three days. That such a contingency is not remote beyond probability is shown by the fact that in the new conduit during the construction two of the large 36-inch stop valves were broken and had to be replaced, and that since the conduit has been in operation another of said valves, located near the upper end of the line and on a summit, was broken and had to be replaced. The actual time required, under the most favorable conditions, to replace any one of these large valves was three days.

Rochester and Other Cities.

The census bulletin on manufactures in the state of New York contains so much interesting information that we could not give it all in our article of a week ago. Here, for example, is a table which we have prepared showing the percentage of increase or decrease in leading cities of the state from 1890 to 1900 in number of manufacturing establishments and the capital invested:

	Number.	Capital.
Albany	20.0	22.5
Auburn	22.5	15.3
Binghamton	*1.56	2.4
Buffalo	9.5	47.9
Cohoes	49.1	6.1
Elmira	*32.8	6.8
Kingston	73.7	12.3
Newburg	*11.8	*9.7
Manhattan	6.9	42.5
Brooklyn	0.8	65.6
Oswego	*16.9	17.1
Poughkeepsie	24.4	17.2
Rochester	38.3	9.0
Syracuse	11.0	27.2
Troy	*21.2	*3.1
Utica	29.7	34.6
Yonkers	*35.4	19.2

* Decrease.

The increase in the number of manufacturing establishments between 1890 and 1900 is greater in Rochester than in any other city in the state with the exception of Cohoes and Kingston. When the comparison is made between Rochester and cities of approximately the same population, the showing is overwhelmingly in our favor. There are, however, many cities in which the capital invested shows a much heavier increase than in Rochester.

The following table shows the percentage of increase or decrease from 1890 to 1900 in the number of wage-earners employed and the wages paid:

	Number.	Wages.
Albany	*4.8	11.3
Auburn	14.1	21.9
Binghamton	*32.5	*29.8
Buffalo	*7.4	*3.2
Cohoes	0.4	9.0
Elmira	13.4	4.8
Kingston	20.0	31.0
Newburg	*4.2	*7.4
Brooklyn	6.6	*0.2
Manhattan	11.3	3.5
Oswego	29.6	40.1
Poughkeepsie	3.1	5.8
Rochester	15.4	5.2
Syracuse	*4.2	0.1
Troy	*0.8	5.4
Utica	*7.5	21.3
Yonkers	*17.5	*21.4

* Decrease.

Only in Kingston and Oswego was the percentage of increase in the number of wage-earners larger than in Rochester, and in eight of the cities there was a decrease. Among these eight are Albany, Troy, Syracuse, Utica, and Buffalo. Wages paid have decreased in six cities, but here they have increased more than 5 per cent.

The following table shows the percentage of increase or decrease between 1890 and 1900 in the cost of the raw material used in the leading cities and in the value of the finished product:

	Material.	Product.
Albany	*5.5	*2.1
Auburn	48.8	9.9
Binghamton	*17.2	*16.0
Buffalo	35.5	22.3
Cohoes	6.4	7.4
Elmira	8	*3.2
Kingston	48.9	31.7
Newburg	*11.3	*6.7
Brooklyn	40.8	26.3
Manhattan	25.6	23.5
Oswego	0.2	8.8
Poughkeepsie	8.6	9.3
Rochester	*3.7	6.2
Syracuse	4.7	5.0
Troy	*14.1	*3.6
Utica	29.7	25.2
Yonkers	*1.0	*6.2

*Decrease.

In six cities the cost of the raw material used in manufacturing decreased. Rochester is on this list, the decrease here being 3.7 per cent. But the output of manufacturing establishments in Rochester increased 6.2 per cent. There were six cities in which the output decreased—Albany, Binghamton, Elmira, New York, Troy, and Yonkers. These are the cities which show an unfortunate loss in business. Of those that made a gain during the decade, Kingston, Brooklyn, Manhattan, Utica, and Buffalo have the largest percentage of increase—from 22 to 31 per cent. In Auburn, Cohoes, Oswego, Poughkeepsie, Syracuse, and Rochester the gain in output varies from 6.2 per cent. to 9.9 per cent.

In Rochester the number of manufacturing establishments increased from 1,892 in 1890 to 2,616 in 1900, percentage of increase, 38.3; the capital employed increased from $46,301,055 to $49,086,212, percentage of increase, 6.0; the average number of wage-earners increased from 28,052 to 32,408, percentage of increase 15.4; the wages paid increased from $13,

exchange street, Perry [illegible] and tents, No. 149 South avenue.

May 28 1902 THE EVENING TIM

HOW ROCHESTER MAY HAVE AND OPERATE A WATERWORKS SYSTEM

A Citizen Suggests a Plan That Presents Enormous Possibilities For the Use of a New Reservoir and Water Motors to Produce Electricity for Municipal Consumption.

A New Waterworks Suggestion

EDITOR EVENING TIMES:

The refusal of the Electric Light Company to submit a bid for furnishing light to the City of Rochester places the administration in a position where it must either establish its own electric light plant, or allow this monopoly to draw its own contracts and force the city to sign the same on whatever terms it may wish to dictate. Knowing that you are in favor of having the city operate its own plant so as to give the taxpayers the benefit of this large profit which is now paid to said corporation, and also knowing that you have always been willing to consider suggestions from the taxpayers themselves, I wish to offer a suggestion along the lines above stated.

The plan in brief is for the city to use its own waterworks system and also the sewers below the lower falls for producing this electrical energy, and the power thus derived from these two sources would be sufficient to light the entire city and give it electric power to sell at a very small cost of operation. In the first place, it would be necessary to have a large distributing reservoir on a level with the present one, at Cobb's Hill for instance, if the full capacity of our waterworks system should be used for that purpose. As it was originally intended to use Cobb's Hill as a reservoir, it would probably be much cheaper to have it at that point than it would be to run the 38-inch new conduit pipe, which now terminates near Highland Avenue, to some other location, and in fact the actual cost of connecting this 38-inch pipe to the Mt. Hope reservoir would be in the neighborhood of $75,000, or nearly as much as the cost of the proposed site.

The new conduit has a capacity of 32,000,000 gallons per day and the old conduit 7,000,000 gallons per day, or a total of 39,000,000 gallons of water per day. Hemlock lake is about 260 feet above Cobb's Hill and Mt. Hope Reservoir, and if this pressure was maintained directly from Hemlock lake to Cobb's Hill—using the Rush basin for storage reservoir purposes only—it would produce a pressure of about 130 pounds per square inch for this 39,000,000 gallons, and this power could be converted by water motors and dynamos into electrical energy. We are at present using 15,000,000 gallons, per day, which we could use at Cobb's Hill, and there would be no waste of water whatever; the motors would aerate the water just as the fountain now does located at Mt. Hope. The large margin of surplus water, 24,000,000 gallons, could be used as far as safety would permit at Cobb's Hill, and then used again at the lower falls from the regular water mains. If a station were erected at the lower falls, at or near the East Side sewer, it would flush and remedy to a certain extent the nauseous odors arising during the summer months from that source. With these two stations, one at Cobb's Hill and the other at the lower falls, properly equipped, the City of Rochester would have one of the best and cheapest electric light plants in the country.

There are also three large sewers, below the falls, whose outlets are from 150 to 180 feet above the water level. These would produce several hundred horsepower of electricity if likewise equipped.

May 28, 1902. WATSON A. BROWN.

Wa Aida - MAY 30 1902.

MEETING OF CHAMBER TRUSTEES

Discussion of Transportation and Delivery of Freight.

Complaints of Slow Delivery Out of This City Have Been Made to Chamber.

Proposed New Freight House of Central Received Attention—New Members Elected to Chamber.

The board of trustees and executive committee of the Chamber of Commerce held the regular May meeting at the chamber yesterday afternoon. There was a good attendance and besides performing some routine business the members of the two bodies gave attention to some important matters now occupying the minds of the business men of Rochester.

The principal matter discussed was the transportation and delivery of freight going out of this city. It is claimed that the railroads are slow in both transporting freight consigned by business men of Rochester to points east of Syracuse and west of Buffalo, the New York Central and West Shore roads causing the bulk of the complaints which have been received by the chamber. A committee of five members was appointed yesterday to make efforts towards some betterment of the situation. The committee is composed of L. P. Ross, John P. Alden, Rufus A. Sibley, William H. Smith and Charles J. Brown.

Consideration was also given the report that the New York Central is to build a new freight house at the Culver road. Most of the members of the chamber and many merchants who are not members complain that this site is too far from the business and manufacturing districts of the city and that the building of a freight house there would be a positive detriment to the merchants of the city, one feature of which would be the delay caused in shipping. The company owns ground sufficient for the erection of a freight house at Brown, Goodman north, Scio and Union streets, and any one of these sites would be better and more convenient for the merchants of the city than the Culver road site. The influence of the chamber will be used to prevent the erection of a freight house at such an inconvenient spot, if such is really the intention of the railroad company.

Another railroad matter discussed was the receipt by Secretary Ives of a communication from the New York Central relative to the improvements contemplated at the Central station in this city. The communication stated that plans and specifications of the improvements were nearly ready, and that the actual work would probably be commenced in a few weeks.

Trading stamps also came up for discussion by the meeting. The matter was brought to the attention of the chamber because of the fact that solicitors of a trading stamp company were in the city during the week. The chamber is opposed to the scheme, and members were gratified to learn that all of the large department stores of the city had refused to have anything to do with it. It is stated that the only firm of any consequence which has adopted the scheme is a department store in Buffalo.

A resolution was adopted instructing Secretary Ives to send to the Common Council the protest of the chamber against the ordinance recently proposed concerning stationary engineers. It is said that the opposition developed against the ordinance was the reason of its reference to the law committee at the last meeting.

Secretary Ives announced the receipt of the following subscriptions for the band concerts at the parks: George Eastman, $250; Ellwanger & Barry, $25; C. T. Ham, $25; Max Lowenthal & Brother, $10. The total sum now on hand in the form of subscriptions is $535.

Communications were received from four manufacturing concerns asking information about the city, with the prospects for their settling here.

New members were elected as follows: F. G. Ranney & Co., gentlemen's furnishings, No. 12 Main street east; G. P. Wynkoop, treasurer Mac Millan Lithograph Company, No. 200 North Water street; W. H. Stone, Livingston Hotel; John Rauber & Co., wholesale liquors, No. 214-216 Main street west; George G. Whipple, house furnishings, No. 128

IN THE accompanying letter to the editor, Mr. Watson A. Brown, for the first time exploits in the columns of this newspaper a novel but attention-commanding proposition for the solution of some of Rochester's municipal problems in connection with our waterworks, electric lighting and sewage matters. Mr. Brown does not enter into detail in this first communication because he prefers that his plan, as briefly outlined here, shall be discussed at length by the city's engineers and executive officers and by all taxpayers who are interested in Rochester's material welfare.

Some Explanatory Facts.

In explanation of the plan a few facts may be given. The new conduit running from Hemlock Lake to Mt. Hope Reservoir does not pass through Rush Reservoir. Instead it is connected with the storage basin by a branch pipe. The main pipe line of the new conduit is 38 inches in diameter until it reaches Highland Avenue, near the foot of the Mt. Hope Reservoir embankment. At this point it is reduced to a 16-inch pipe. The reason for this reduction in size was that at the time the new conduit was built the city only desired an additional water supply of some eight or nine million gallons, whereas a 38-inch pipe, if running direct into the Mt. Hope Reservoir, would supply 32,000,000 gallons, or more than the capacity of the basin. At Rush the 38-inch pipe, as was stated, is connected with the reservoir by a branch. It will therefore be seen that if the city desires to utilize the whole of its available water supply that by shutting the branch gate at Rush the entire supply of the 38-inch conduit might be delivered, direct from Hemlock Lake, with an estimated pressure of something like 130 pounds to the square inch, to the gate on Highland Avenue, where the larger conduit is connected with the 16-inch pipe that leads into the reservoir near its eastern extremity.

Mr. Brown's Plan.

Mr. Brown's plan is to establish a large distributing reservoir, preferably at Cobb's Hill on account of its many advantages, and to carry the entire supply of the 38-inch conduit to that new reservoir. At the inlets to that reservoir Mr. Brown proposes to establish a system of water motors which shall drive dynamos which can produce enough electricity to light the city of Rochester and by further amplifications of the system produce an additional supply of electric power which the city may sell to private parties, thereby realizing a sum sufficient in a few years to defray the cost of extending the 38-inch conduit and building the Cobb's Hill reservoir.

The water, after driving the motors, may pass into the distributing reservoir, WITH NO LOSS, and may thence be sent out over the city. After it has been used in the city mains it may pass to the sewer outlets at the Lower Falls, where more water motors may generate more power for sale by the city. And the water will finally escape to the river, carrying away with it the noxious odors which now make life along lower St. Paul Street and Lake Avenue at certain times of the year almost unendurable.

Possibilities of the Plan.

The possibilities of this plan it will be seen are enormous. Mr. Brown enumerates as follows:

FIRST—Rochester would be enabled to have and operate a municipal lighting plant at a small cost, and thereby save the taxpayers about $200,000 annually, the sum now paid for municipal lighting to the Rochester Gas & Electric Company.

SECOND—Figures of engineers who are investigating Mr. Brown's plan seem to show that such a plant as he proposes could be installed, including the construction of the reservoir, for something like $600,000. The city pays out this sum in three years for its lighting. If it owned and operated such a plant it would save the cost of the whole plant in three years.

THIRD—There is no reason to doubt that such a plant, with the full pressure from Hemlock Lake direct, would not only supply enough electricity to light the streets, but to illuminate the larger public buildings of Rochester and leave enough reserve power for sale that would more than reimburse the city for its investment in two years.

FOURTH—It will be readily seen that the cost of maintaining such a plant, after it is once installed, would not exceed $50,000 annually.

FIFTH—The city could multiply the use of this great water pressure to a remarkable extent by following up the plan and erecting similar water motors at the outlet at the Lower Falls.

SIXTH—Additional surplus water, with little loss of pressure could be used to flush the city's sewers, thereby increasing the value of real estate in their vicinity, saving the city heavy damages demanded by injured property owners and promoting the general health of the community.

THE TIMES PRESENTS MR. BROWN'S PLAN IN HIS OWN WORDS WITH THE BELIEF THAT IT WILL AROUSE THE ATTENTION OF CITY OFFICIALS, AND THAT IT DESERVES THE FULLEST INVESTIGATION. IT WILL GLADLY PRINT ANY DISCUSSIONS OF THE PLAN OR ANY SUGGESTIONS FOR ITS IMPROVEMENT.

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FACTS ABOUT ROCHESTER.

Estimated population, 179,000. Number of wards, 25.
Area of city, 11,635 acres. Houses, 41,000.
Open streets, 325 miles. Improved streets, 126 miles. Water pipe, 275 miles. Arc Lights, 3,678. The best lighted city in the U. S.
Parks, 650 acres. Electric railway, 103 miles. Sewers 223 miles.
Churches, 118. Hospitals, 5. Theatres, 4. Libraries, 4.
Fire companies, 24. Firemen, 201. Policemen, 193.
Water power, Genesee river, 25,000 horse-power. Fall of river within city limits, 260 feet. Power and building sites now for sale cheaper than any city of its size in the world.
Bridges across the Genesee, 10, one 212 feet high, 990 feet long.
First city in the world in the production of photographic apparatus. Has largest preserving establishment in the world. Largest button factory. Largest cider and vinegar establishment. Largest lubricating oil plant. Largest manufactory of wood box machinery.
First city in the world in the output of seeds and nursery stock.
First city in the world in the output of optical instruments.
Third city in the United States in the manufacture of clothing, 37 factories. Annual output, over $15,000,000 worth of goods.
Fourth city in the United States in the manufacture of boots and shoes. Number of factories 64. Annual output, $7,000,000.
Rochester beer is justly famous. For the year ending April, 1902, there were brewed 470,000 barrels of beer, and 105,000 barrels of ale. Employment is given to 50 officers and 600 men.
Flouring mills, 18, which annually produce more than 1,000,000 barrels of flour. Number of manufacturing establishments, 2,700. Employees in factories and workshops, 34,000.
Capital in manufacturing and wholesale trade, $45,500,000.
Annual value manufactured products, $70,000,000.
Annual post-office receipts, exclusive of money orders, $1,200,000.
Coal shipped at Charlotte docks 1901, transported by the Buffalo, Rochester & Pittsburg Ry.—Bituminous 508,580 tons. Anthracite 26,000 tons.
Mechanics Institute—Over 2,000 students in new $200,000 building. High Schools, 2. Colleges, 4. Universities, 1. Theological Seminaries, 2. Pupils registered in public schools, 24,590. Average attendance, 19,000. Teachers, 546. Principals, 36.
Rochester is especially suited for entertaining conventions; having hotel accommodations for 2,000 visitors, and unexcelled railroad facilities. Railways, 11: New York Central; Northern Central; Erie; Lehigh Valley; Rome, Watertown & Ogdensburgh; Rochester & Pittsburgh; West Shore; Pennsylvania; Toronto, Hamilton & Buffalo; Dansville & Mt. Morris. The Pennsylvania Railroad also enters Rochester over the Northern Central and N. Y. Central tracks, and the Delaware, Lackawanna & Western over the Pennsylvania. Rochester has 14 banks and six deposit companies.
Rochester is nearer the coal fields of Pennsylvania than any other large northern city, hence cheap fuel is always assured.
Situated in Monroe county, the garden spot of the world, living is exceptionally cheap.
Water supply practically unlimited and pure, two conduits bringing 32,000,000 gallons daily to Highland park reservoir from Hemlock lake, 29 miles distant.
Assessed valuation, 1902. Real, $104,956,500. Personal, $6,272,300. Franchises, $4,176,150. Tax Levy, 1902, $2,000,000. Tax decimal, 17.37.
Summer resorts, Ontario Beach, Sea Breeze, Glen Haven, Manitou, Sodus Bay. Quickly and easily reached by steam railways or electric cars. Rochester boasts of 100 miles of sidepaths.
Lake Ontario and the Erie Canal afford cheap shipping facilities by water.
Death rate exceptionally low, average past eight years, 13.99 per thousand of population. A better showing than any city in the state.

ROCHESTER CHAMBER OF COMMERCE

Organized 1857.
Incorporated 1888.

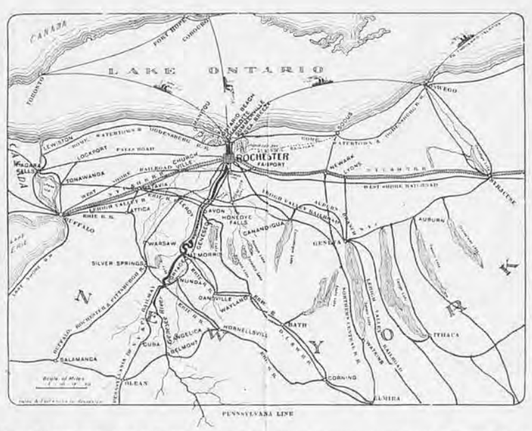


OFFICERS
1902.

HENRY C. BREWSTER, President.
DANIEL R. MURPHY, First Vice-President.
THOMAS B. DUNN, Second Vice-President.
LOUIS N. STEIN, Third Vice-President.
BENJAMIN E. CHASE, Treasurer.
JOHN M. IVES, Secretary.

ANY INFORMATION IN REFERENCE TO ROCHESTER AS A PLACE IN WHICH TO DO BUSINESS OR TO LIVE, WILL BE CHEERFULLY AND PROMPTLY GIVEN BY ADDRESSING JOHN M. IVES, SECRETARY, ROCHESTER, N. Y.

Telephones 379.



Rochester the Power City

Thirty thousand horse power generated by the Genesee River, for sale cheaper than can be bought elsewhere. The Genesee River, within the city limits, falls 260 feet. Free sites for manufactories alongside railroads, now being rapidly taken by some of the largest manufacturing concerns in the country. Write for particulars. Visit Rochester and you will be impressed with its healthy solid growth, its natural beauty, cleanliness, healthfulness, death rate lowest of any city in the State, its first-class hotels, schools, churches, theatres, water, summer resorts, sewerage system. A first-class town to live in and do business in. Come and see, and you will remain permanently.

C. OF C. TO C. C.

Chamber of Commerce Protests to Common Council Against Ordinance.

From Yesterday's Last Edition.

City Clerk Pulver this afternoon received a communication from Secretary John M. Ives, of the Chamber of Commerce containing an excerpt from the proceedings of the last meeting of the board of trustees of that body referring to the proceedings of the recent meeting of the council. It reads as follows:

"Resolved, That this board expresses its disapproval of the proposed new ordinance as drawn relating to stationary engineers and protests against its passage."

Mr. Pulver will transmit the communication to the aldermen at the next meeting of the council.

1902 Looking for a Site.

Secretary Ives, of the Chamber of Commerce, has received a letter from the Monarch Iron and Steel Company, of Pittsburg, in which the promoters of the company say they are looking about for a place to establish their new company. The stock for the company is not all subscribed, nor is the company incorporated, but the prospects are bright, apparently, and a suitable site is desired, with inducements as to gas, coal, etc. 6/5/02

IMMENSE IRON AND STEEL PLANT COMING

Mammoth Pittsburg Concern Employing Over 300 Men Wants to Locate Here.

Secretary Lemley Is Now In Communication With the Chamber of Commerce.

June 15, 1902

Prospects are bright for the introduction into Rochester, within a short time, of several new manufacturing concerns. For some time past the officials of the Chamber of Commerce have been quietly at work endeavoring to induce big establishments from other cities to locate here. The advantages of Rochester from every view point were laid before the officials of these companies with such effect as to cause negotiations to be opened between them and Secretary Ives. The matters are yet in a tentative state, but the prospects for tangible results are very encouraging.

One of the concerns in communication with Secretary Ives is the Monarch Iron & Steel Company of Pittsburg. W. Perry Lemley, Secretary-Treasurer of the company. In his letter to Mr. Ives, states that the company is incorporated under the laws of the State of Pennsylvania and that all the stock is subscribed, so that all Rochester needs to furnish is a suitable site and inducements as to gas, coal, etc.

The Monarch Company manufactures high-grade steel and iron specialties, such as structural iron and steel, plates, bars, shafting, rails, forgings, castings, etc. If the company locates in Rochester over 300 men will be given employment at its factory and will be mostly skilled labor.

1902 Portraint of A. B. Lamberton 6/14/02

A life-size water color portrait of A. B. Lamberton, a former president of the Chamber of Commerce, has just been hung in one of the rooms at the chamber.

MUSIC IN THE PARKS.

Chamber of Commerce Still Needs $600 for This Purpose.

June 10, 1902

Subscriptions for defraying expenses of music in the parks during the summer are earnestly desired by the Chamber of Commerce, which has already about $500 toward the sum required. The latest amounts donated are: Bausch & Lomb, $50; William Eastwood & Son Co., $50; Louis Ernst & Sons, $10; T. W. Newcomb, $5. The chamber needs $600 more to make up the sum needed to secure the subscription of $1,200 from the Rochester Railway Company.

The Chamber of Commerce urges citizens to help in the movement. Small amounts are solicited. Subscriptions may be sent to John M. Ives, secretary of the Chamber of Commerce.

FUND FOR BAND CONCERTS.

June 10/1902.

Chamber of Commerce Has Half the Sum It Has Undertaken to Raise.

Secretary Ives, of the Chamber of Commerce, reports that $600 has been subscribed for the band concerts, just half the amount required to be given by the citizens in order to accomplish the end in view, the acquisition of $3,600. The Park Board has given $1,200, and the Rochester Railway Company will give $1,200, if the citizens will give a like amount. To give the concerts on Saturdays and Sundays, two on each of these days throughout the summer, requires the sum of $3,600.

Efforts are to be increased to collect the remaining $600, and citizens are requested to send in their names with the amounts they are willing to contribute. Since the last list was published the following subscriptions have been promised: Bausch & Lomb, $50; W. Eastwood & Son Company, $30; Louis Ernst & Sons, $10; T. W. Newcomb, $5.

MUSIC IN THE PARKS.

June 10/1902

More Money Needed to Secure the High Class Music Contemplated.

The following subscriptions to the fund for maintaining music in the parks this summer have just been received by Secretary Ives of the Chamber of Commerce: Bausch & Lomb, $50; William Eastwood & Son Co., $30; Louis Ernst & Sons, $10; T. W. Newcomb, $5.

A strong appeal is made to the public to subscribe to this fund, the object of which is to give so much entertainment and enjoyment of an elevating character to the people of our city during the summer months. It should be remembered by those who can only contribute small sums that if there are plenty of such sent in, the aggregate will be large. It is necessary for the Chamber of Commerce to raise $600 more than that already on hand in order to secure the $1,200 promised by the Rochester Railway Company. It is hoped that everybody will chip in something to this fund, so that music of a high order and plenty of it may be maintained in our beautiful parks each Saturday and Sunday during the season. Send in your scubscription at once to Secretary Ives at the Chamber of Commerce.

June 18/02.

STER DEMOCRAT 'A

LOOKED IN VAIN FOR BLACK TYPE

FAILED TO SEE NAME IN BUSINESS DIRECTORY.

MERCHANT NOW SUSPICIOUS

Local Firm Gave Money to Alleged Agent of New York Publishing Company, But Now Think All Was Not Right—Others Involved.

Several hundred business men in Rochester and this part of the state have been approached recently by agents of a New York concern purporting to be publishers of a business directory, and have paid small sums to these agents for the purpose of having their names printed in this directory. None of them has since seen the directory.

One Rochester merchant in particular complains of the methods of the concern in question. For the past two years, according to his story, representatives of this New York house, which is called the General Publishing Company, of No. 853 Broadway, have canvassed Rochester, taking advertisements for a business directory having, they claimed, a circulation of 50,000 copies and being as large as the directories published by the big mercantile houses of the metropolis. A State street merchant gave the representatives $1 one year ago, with the understanding that the firm's name was to appear in the directory. This year several agents appeared in this city, among them a woman. They again went to the office of the State street business man, who asked them a few questions.

"How can you afford to give me space at such a low figure? You say you publish 50,000 books. How can you put my name in for $1?" he asked.

He was assured that the publishers were satisfied with small profits. The agents convinced him that everything was all right and he again became a subscriber. This time when he offered them $1 one of them said:

"Mr. So and So, up the street, mentioning a firm in the same line of business as the subscriber, has given us $2 this year and will see his name in black type. Can't you afford to do the same?"

The State street merchant figured that if his competitor was to have black type at the rate of $2 a line, he could and would afford the same. He therefore handed over $2, but as yet has not seen the black line of type. The agents carried a list of some 800 names of Rochester firms that had subscribed, they said.

The State street man thought that if he actually saw one of those directories with his name in it, or could learn of three other Rochester firms that had paid for the same privilege, he would feel better about it. He wrote to some of the big New York mercantile agencies and to one or two well-known publishers in New York, asking them regarding the standing of the General Publishing Company.

All the replies told him that information about the publishing company was very meager; that a concern using the name of General Publishing Company had desk room in an office, but that was about all that was known about it. A large publishing house replied that it had never heard of a directory or trade publication of any description of which 50,000 copies were printed. The publication seldom exceeded 1,500 copies. Said one of them: "If any concern represented to us that they have a circulation of 50,000 copies, or over 30,000 copies, we would be incredulous enough to ask them to give us an agreement that this number would be circulated and would pay them only upon presentation of proof that their contract had been carried out. We are quite confident that if you adopt this method with any of the 50,000 concerns they will cease to trouble you instantly."

Then the Rochester man write direct to the General Publishing Company, and received the following reply:

New York, June 14, 1902.

Gentlemen: In reply to yours of recent date, we would say that our agent has no right to give you an advertisement in this book at so low a rate. You will notice in your receipt that we reserve the right to return your money if the transaction is not satisfactory to us. Inclosed you will find your two dollars. Please return receipt.

The statements you have heard are beneath notice, and we are surprised that the manager of such a firm would pen such a letter to a publisher. Yours truly,

GENERAL PUBLISHING CO.

Dictated by D. E.

In the letter the Rochester man asked for the names of three other Rochester concerns that had paid for advertisements in the directory. He hinted that he was not satisfied that everything was all right, and that it was the duty of the publishing house to convince him that it was doing a legitimate business. He received his $2 in the reply, an express money order for this amount being inclosed.

The matter has been reported to the Chamber of Commerce, in the hope that the mystery will be cleared up.

PUBLIC BAND CONCERT

BY THE

54th REGIMENT BAND

F. A. ZEITLER, Director.

AT SENECA PARK, EAST,

SATURDAY AFTERNOON, JUNE 21, 1902

From 3 to 6 o'clock.

Under the Auspices of the Rochester Chamber of Commerce, Park Commissioners, and Rochester Railway Co.

PROGRAM

PART I.

1. MARCH—Opening of the Season, - - *Sousa*
2. OVERTURE—Queen of Autumn, - - *Carl Bigge*
3. SELECTION—Little Duchess, - - *De Koven*
4. GAVOTTE—Maiden with the Dreamy Eyes, *Boetger*
5. WALTZ—Dolly Varden, - - - *Edwards*
6. MEDLEY—Cotton Blossoms, - - *Maurice Smith*

PART II.

7. MARCH—Imperial Edward, - - - *Sousa*
8. OVERTURE—Raymond, - - - *A. Thomas*
9. PATROL—The Blue and the Gray, - *Dalbey*
10. SELECTION—Maid Marian, - - - *De Koven*
11. WALTZ—Italian Nights, - - - *Tobani*
12. MEDLEY—All to the Good, - - *Beyer*

When you are through with this Program, do not throw it on the Park Grounds, but in the receptacle for waste.

PUBLIC BAND CONCERT

BY

MINGES' MILITARY BAND

J. FRED MINGES, Director.

At GENESEE VALLEY PARK

SATURDAY AFTERNOON, JUNE 21, '02

From 3:00 to 6:00 o'clock

UNDER THE AUSPICES OF THE ROCHESTER CHAMBER OF COMMERCE, PARK COMMISSIONERS, AND ROCHESTER RAILWAY COMPANY

PROGRAM

PART I.

1. MARCH—Commonwealth, - - - - - *R. B. Hall*
2. OVERTURE—Rival, - - - - - - - *Pettee*
3. INTERMEZZO—Cupid's Garden, - - *Max C. Eugene*
4. SELECTION—Florodora, - - - - *Leslie Stuart*
5. PICCOLO SOLO—The Wren, - - - - *E. Demone*
   MR. NICHLOES VALERIO.
6. FAN TAN CHINESE MARCH—Characteristique, *Bert R. Anthony*

PART II.

7. MARCH—Blaze Away, - - - - - *Abe Holzman*
8. GRAND FANTASIA—Field of the Cloth of Gold, *Victor Bout*
9. MEDLEY OVERTURE—Merry Melodies, - - *Mills*
10. WALTZ—Georgie, - - - - - - - *Pettee*
11. THE STAMPEDE—A Descriptive Hunting Scene, *W. E. M. Pettie*
12. STAR SPANGLED BANNER.

When you are through with this Program do not throw it on the Park Grounds, but in the Receptacle for Waste.

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Historic Scrapbooks Collection

PUBLIC BAND CONCERT
BY
GARRAMONE'S BAND
ROCCO V. GARRAMONE, Director
At SENECA PARK EAST
SUNDAY AFTERNOON, JUNE 22, 1902
From 3:00 to 6:00 o'clock

UNDER THE AUSPICES OF THE ROCHESTER CHAMBER OF COMMERCE, PARK COMMISSIONERS, AND ROCHESTER RAILWAY COMPANY

PROGRAM

PART I.

1. MARCH—"Imperial Edward" (new), - - - *Sousa*
2. OVERTURE—Norma, - - - - - *Bellini*
3. GREEK INTERMEZZO—Iris, - - - - *Ephraim*
4. SELECTION—The Strollers, - - - - *Englander*
5. TROMBONE SOLO—Aria from "Cujus Animan," *Rossini*
   MR. JOSEPH WINNEUR, JR.
6. CONCERT VALSE—Au Revoir, - - - *Waldteufel*

PART II.

7. MARCH—Chamber of Commerce, - *Rocco V. Garramone*
   (DEDICATED TO THE ROCHESTER CHAMBER OF COMMERCE.)
8. MEDLEY OVERTURE—All to the Good, - - *Beyer*
9. RELIGIOSO PRIERE—A La Madone, - - *Dureau*
10. POLKA CAPRICCIOSA—The Mechanical Doll, *Armand*
11. FLORODORA— - - - - - - - *Stuart*
    a. Under the Shade of the Palms.
    b. The Sextette.
12. DUTCH PATROL (new), - - - - *Restorff*
    (This Patrol was played for Prince Henry at a Banquet on his Yacht at New York Harbor.)

When you are through with this Program do not throw it on the Park Grounds, but in the Receptacle for Waste.

PUBLIC BAND CONCERT
BY THE
54th REGIMENT BAND
F. A. ZEITLER, Director.
AT GENESEE VALLEY PARK,
SUNDAY AFTERNOON, JUNE 22, 1902
From 3 to 6 o'clock.

Under the Auspices of the Rochester Chamber of Commerce, Park Commissioners, and Rochester Railway Co.

PROGRAM

PART I.

1. MARCH—The Invincible Eagle, - *Sousa*
2. OVERTURE—Orpheus, - - *Offenbach*
3. SERENADE—Cubana - - - *Chambers*
4. SELECTION—Maid Marian, - - *De Koven*
5. WALTZ—Foxy Quiller, - - *De Koven*
6. MEDLEY—Merry Makers, - - *DeWitt*

PART II.

7. MARCH—King Dodo, - - - *Luders*
8. OVERTURE—Light Cavalry, - *Suppe*
9. SPANISH SERENADE—La Paloma, *Yradier*
10. SELECTION—Dolly Varden, - *Edwards*
11. WALTZ—The Palms, - - - *Evans Wahl*
12. GRAND AMERICAN FANTASIA, - *Dalby*

When you are through with this Program, do not throw it on the Park Grounds, but in the receptacle for waste.

PARK BAND CONCERTS.

First to be Given To-morrow at Genesee Valley and Seneca Parks.

There will be band concerts under the auspices of the Chamber of Commerce at both Genesee Valley park and Seneca park east to-morrow afternoon. The hours of the concerts will be from 3 to 6 o'clock.

The programme for the concert at Genesee Valley Park by Minges' Band is as follows:

PART I.

March—Commonwealth ..... R. B. Hall
Overture—Festival ..... Pettee
Intermezzo—Cupid's Garden ..... Max C. Eugene
Selection—Florodora ..... Leslie Stuart
Piccolo Solo—The Wren ..... E. Demone
Mr. Nicholas Valerio.
Fan Tan Chinese March—Characteristique. ..... Bert R. Anthony

PART II.

March—Blaze Away ..... Abe Holzman
Grand Fantasia—Field of the Cloth of Gold ..... Victor Bout
Medley Overture—Merry Melodies ..... Mills
Waltz—Georgia ..... Pettee
The Stampede—A descriptive hunting scene. ..... W. E. M. Pettie
Star Spangled Banner ....

The Fifty-fourth Regiment Band will play the following programme at Seneca Park:

PART I.

March—Opening of the Season ..... Sousa
Overture—Queen of Autumn ..... Carl Bigge
Selection—Little Duchess ..... De Koven
Gavotte—Maiden with the Dreamy Eyes. ..... Hoetger
Waltz—Dolly Varden ..... Edwards
Medley—Cotton Blossoms ..... Maurice Smith

PART II.

March—Imperial Edward ..... Sousa
Overture—Raymond ..... A. Thomas
Patrol—The Blue and the Gray ..... Dalbey
Selection—Maid Marian ..... De Koven
Waltz—Italian Nights ..... Tobani
Medley—All to the Good ..... Beyer

FIRST OF THE SERIES OF PARK BAND CONCERTS

To Be Given To-Morrow Afternoon in Seneca and Genesee Valley Parks—Programmes to Be Played.

The first of the band concerts to be given in the parks this summer will take place to-morrow. The Fifty-fourth Regiment Band will play at Seneca Park east from 3 to 6 o'clock in the afternoon and Minges's Military Band will play at Genesee Valley Park during the same hours. Park band concerts were given in Rochester for the first time last year, under the auspices of the Chamber of Commerce, the concert fund being raised by popular subscription.

The concerts this year are under the auspices of the Chamber of Commerce, the Park Commission and the Rochester Railway Company. The concerts are free to all. Seats have been placed in the parks about the band stands and it is expected that the concerts will prove even more popular than they did last year. This year two concerts will be given every Saturday and two every Sunday throughout the summer, until October. This will necessitate the employment of two bands every Saturday and every Sunday.

The programme for the concert at Genesee Valley Park by Minges's Band is as follows:

PART I.

March—Commonwealth ..... R. B. Hall
Overture—Rival ..... Pettee
Intermezzo—Cupid's Garden ..... Max C. Eugene
Selection—Florodora ..... Leslie Stuart
Piccolo Solo—The Wren ..... E. Demone
Mr. Nicholas Valerio.
Fan Tan Chinese March—Characteristique ..... Bert R. Anthony

PART II.

March—Blaze Away ..... Abe Holzman
Grand Fantasia—Field of the Cloth of Gold ..... Victor Bout
Medley Overture—Merry Melodies ..... Pettee
Waltz—Georgia ..... Pettee
The Stampede—A descriptive hunting scene. ..... W. E. M. Pettie
Star Spangled Banner ....

The Fifty-fourth Regiment Band will play the following programme at Seneca Park:

PART I.

March—Opening of the Season ..... Sousa
Overture—Queen of Autumn ..... Carl Bigge
Selection—Little Duchess ..... De Koven
Gavotte—Maiden With the Dreamy Eyes ..... Hoetger
Waltz—Dolly Varden ..... Edwards
Medley—Cotton Blossoms ..... Maurice Smith

PART II.

March—Imperial Edward ..... Sousa
Overture—Raymond ..... Thomas
Patrol—The Blue and the Gray ..... Dalbey
Selection—Maid Marian ..... De Koven
Waltz—Italian Nights ..... Tobani
Medley—All to the Good ..... Beyer

FOUR BAND CONCERTS.

Two This Afternoon and Two More Sunday Afternoon in the Parks.

This afternoon the Fifty-fourth Regiment Band will play at Seneca Park east from 3 to 6 o'clock, and Minges's Military Band will play at Genesee Valley Park during the same hours. The programmes were printed in yesterday morning's Democrat and Chronicle.

The Sunday concerts will be given at the same hours as the Saturday concerts. To-morrow the Fifty-fourth Regiment Band will play at Genesee Valley Park and Garramone's Band will play at Seneca Park east. Garramone's Band is a new one. Rocco V. Garramone, a flute soloist, is the leader. The band is composed of twenty-five musicians. Among the numbers on Director Garramone's programme is a new march, entitled "Chamber of Commerce." Director Garramone is this composer.

The Garramone Band concert programme is as follows:

PART I.

March—"Imperial Edward" (new) .. Sousa
Overture—"Norma" ..... Bellini
Greek intermezzo—"Iris" ..... Ephraim
Selection—"The Strollers" ..... Englander
Trombone solo—Aria from "Cujus Animan" ..... Rossini
Joseph Winneur, Jr.
Concert valse—"Au Revoir" ..... Waldteufel

PART II.

March—"Chamber of Commerce" .....
..... Rocco V. Garramone
(Dedicated to the Rochester Chamber of Commerce.)
Medley overture—"All to the Good" .. Beyer
Religioso priere—"A la Madone" .. Dureau
Polka capricciosa—"The Mechanical Doll" ..... Armand
Florodora—
(a) "Under the Shade of the Palms."
(b) "The Sextette." ..... Restorff
Dutch Patrol (new) .....
(This Patrol was played for Prince Henry at a banquet on his yacht at New York harbor).

The Fifty-fourth will play the following programme at Genesee Valley Park:

PART I.

March—"The Invincible Eagle" ..... Sousa
Overture—"Orpheus" ..... Offenbach
Serenade—"Cubana" ..... Chambers
Waltz—"Foxy Quiller" ..... De Koven
Waltz—"Foxy Miller" ..... De Koven
Medley—"Merry Makers" ..... DeWitt

PART II.

March—"King Dodo" ..... Luders
Overture—"Light Cavalry" ..... Suppe
Spanish serenade—"La Paloma" .. Yradier
Selection—"Dolly Varden" ..... Edwards
Waltz—"The Palms" ..... Evans Wahl
"Grand American Fantasia" ..... Dalbey

June 24 1902

GETTING FACTS ABOUT FLOODS

MEMBERS OF STATE COMMISSION COME HERE.

INSPECTION OF THE RIVER

Commissioners Will Visit Mt. Morris and Portage To-day—Securing Data and Information Preliminary to Later Consideration.

O. H. Landreth and D. C. Middleton, members of the state Flood Commission appointed by Governor Odell under the act passed by the last Legislature as originally suggested by Commissioner of Public Works McClintock, of this city, visited Rochester yesterday afternoon and made a cursory inspection of the river and its channel through the city. They were accompanied by a number of members of the local committee appointed some time ago by Mayor Rodenbeck and also by city officials.

Mayor Rodenbeck had previously received word of the coming of the two commissioners, who were met by members of the local committee at the Chamber of Commerce and afterward taken to the Mayor's office, where they were introduced to his Honor.

There were present at the Mayor's office Henry C. Brewster, president of the Chamber of Commerce and chairman of the local committee; Hon. Frederick Cook, James E. Booth, H. B. Hathaway, Daniel B. Murphy, Joseph O'Connor, Edmund Ocumpaugh, Lewis P. Ross, Mayor Rodenbeck, Corporation Counsel Sutherland, Commissioner McClintock, City Engineer Fisher, George W. Rafter, the Rochester member of the state Flood Commission, and Secretary John M. Ives, of the Chamber of Commerce.

Commissioner Landreth explained that the commission had divided the state into four districts and named two commissioners to obtain data concerning the conditions of the waterways and flood effects of each district, preliminary to a gathering of the entire commission, when such information as had been gathered in a general way would be received from all the districts. Later the commission would visit the several districts and investigate matters with more deliberation.

In other words, the first visits were sort of skirmishing tours, for the purpose of giving the commission something to work on when it got down to real business. He said that Mr. Rafter had very naturally been favored for the western part of the state, as he was probably more familiar with its waterways and flood conditions than any other man in the state, but he had asked "out of his natural modesty," said Commissioner Landreth, that someone else come to Rochester.

"Mr. Rafter has furnished us with much valuable data," said Commissioner Landreth, "which will be utilized, but we were glad to come to Rochester and become acquainted and hear what your citizens may care to say or suggest. There are two classes of facts that we want to get at; first, what local effect the floods have, and, second, what information the people here have concerning the Genesee valley in reference to floods in the river and its tributaries."

It was readily realized that the practical way of explaining the local effect of high water in the river was by a tour of inspection, and Commissioner McClintock, who is the father of the idea, stated that he had already engaged carriages for the purpose. The three commissioners were accompanied on the ride about the city by Mr. Brewster, Mr. Ross, Mr. Hathaway, Mr. Booth, Mr. Ives, Commissioner McClintock and City Engineer Fisher.

The party drove to Mt. Hope avenue and the visitors were shown where the waters flooded that section of the city near the canal feeder, and where the dam was constructed by Assistant Superintendent Barnard last spring during the flood. They were also driven up Plymouth avenue and shown where the water broke through the railroad embankment and flowed down through the bed of the old canal, and to the Rapids, where the old state dam was inspected.

The party was then driven across Andrews street bridge, where the commissioners could observe how floods might affect Front street, and down to Central avenue and finally down to the Lower Falls and the river gorge, which were viewed from Driving Park avenue bridge.

The engineers and others accompanying the visitors explained fully how the water acted at flood flow and the inconvenience and damage that it caused. The effect on sewers and the backing up of water into the basements of many of the large commercial and office buildings was explained, and a comprehensive general idea of the conditions existing during high water in the city was obtained.

The three members of the state Flood Commission and Commission McClintock will leave this morning for a trip up the valley, stopping at Mt. Morris to take a look at the gorge and then going further south to Portage to see the site that was favored for the storage reservoir. Messrs Landreth and Middleton will then go to Elmira, where they will seek information concerning conditions in the Chemung valley.

Herald
June 24, 1902

FIRST VISIT

Members of Flood Commission Here.

INSPECTION TOUR

O. H. Landreth and D. D. Middleton Assigned Here.

PRELIMINARY INVESTIGATION

Visited State Dam, Canal Feeder and Other Points of Danger on Upper River Within the City — Party Will Go Up Valley to Mt. Morris To-day —Entire Commission Coming Later.

Three representatives of the State Flood Commission arrived rather unexpectedly in Rochester yesterday, only short notice being given of their coming. The men who came to look up the flood conditions of the Genesee Valley were George W. Rafter of Rochester, Olin H. Landreth of Schenectady and D. C. Middleton, president of the State Fish, Game and Forestry Commission.

The commission has divided the state into four districts recently and assigned Messrs. Landreth and Middleton to the Genesee and Chemung districts. Owing to Mr. Rafter's great familiarity with this territory he was assigned to make preliminary investigations in other districts, so that the entire commission might acquire as much familiarity as possible with the conditions throughout the state. Mr. Rafter accompanied his two colleagues to Rochester, however.

As soon as word was received here yesterday morning of the coming of the state commissioners, Mayor Rodenbeck sent notices to the Chamber of Commerce and to the members of the local committee recently appointed to look after Rochester interests and to present to the state commission such data relating to the Genesee Valley as might be required.

This was the makeup of the local committee appointed by the Mayor: Hon. Henry Brewster, Louis M. Antisdale, James E. Booth, Max Brietzner, William Carson, Hon. Frederick Cook, George Eastman, Hiram H. Edgerton, Charles P. Ford, Hon. James S. Graham, Henry B. Hathaway, Henry Hebing, A. B. Lamberton, Hon. M. E. Lewis, William C. Leary, John E. Morey, Daniel B. Murphy, M. J. O'Brien, Joseph O'Connor, Colonel N. P. Pond, Pierre Purcell, L. P. Ross, Hon. W. A. Sutherland, Hon. John Van Voorhis, Sol Wile.

After a short noon meeting at the Chamber of commerce that was attended by most of the members of the local committee an adjournment was taken until 2 o'clock at the Mayor's office in the City Hall, when a delegation met Messrs. Middleton and Landreth. There was present at this meeting to confer with the state officials Hon. Henry C. Brewster, Hon. Frederick Cook, Daniel B. Murphy, Joseph O'Connor, James E. Booth, Henry B. Hathaway, L. P. Ross, John M. Ives, J. Y. McClintock, E. A. Fisher and W. A. Sutherland.

The visitors detailed briefly the object in coming to Rochester at this time. They explained they were engaged in a preliminary investigation and that later all the members of the state commission would come to Rochester to hold formal sessions. On this trip the commissioners wanted information on two points. They desired first to learn the effect of the floods within the city; and, second, its effect up the valley. Commissioner McClintock and City Engineer Fisher explained the damage that was done in this city by the floods last spring. They estimated the volume of water quite as great this year as in the famous flood year of 1865. The fact that formal notice had been served on the city by the owners of the Wilder building, the Powers building and Powers Hotel, holding the city liable for any future damage from floods was called to the attention of the commissioners.

After this short session at the Mayor's office carriages were called and some of the party took a tour of inspection up the river. This party consisted of Messrs. Middleton, Landreth, Fisher, Rafter, McClintock, Brewster, Booth, Ives, Ross and Hathaway. The party was first driven up the river road to the old state dam a short distance north of Genesee Valley Park. The attention of the commission had been officially called to this dam by the residents in the vicinity, who thought its presence did much to increase the danger of floods in very high water. The conditions at the state canal feeder were next investigated, where the break last spring did much damage to adjacent property. The party then continued up the river road through Genesee Valley Park, returning shortly before supper.

Messrs. Middleton and Landreth remained in the city over night and expect to make a trip this morning up the valley on the Western New York & Pennsylvania road. Messrs. Rafter and McClintock will accompany them up the river, where Mt. Morris will be the objective point of interest to-day. The Rochester men will return home to-night, while Messrs. Middleton and Landreth will continue through to Olean, remaining in that city to-night.

A Herald reporter had an interview last night with Commissioner Middleton, who was spending the evening at the residence of Senator Lewis. Mr. Middleton is a member of this commission, ex officio, being the president of the State Fish, Game and Forestry Commission, and as such specially familiar with conditions in the Adirondack and Black River regions.

Mr. Middleton said the visit to Rochester yesterday was on short notice and the idea was only to secure preliminary data here. He said the members of the local committee had promised to prepare certain figures and facts bearing on the question of water storage at Portage.

The entire commission will be in Rochester some time during the months of July and August, when a more complete investigation will be made, and all the promised data will be at hand that is to be compiled by the local commission. He said he had no opinions to give out for publication as the result of his inspection of the upper river yesterday.

The object of the commission, according to the law drafted by Senator Lewis, is "to make such surveys and investigations as may be proper to determine the causes of the overflow of the various rivers and water courses of the state and to determine what can be done to prevent such overflows." The commission shall report to the Legislature on or before March 1 next and the sum of $5,000 has been appropriated for expenses.

Not only will the local committee compile data relating to flood overflows of the Genesee River, but the more important question of water storage will be submitted in order that the interests of Rochester and vicinity may be properly presented in the report the commission will make to the Legislature next winter.

There has been much interest locally in this commission. Commissioner McClintock may be fairly regarded as the originator of the scheme to appoint a flood commission, as he first broached the idea in a communication addressed to Senator Lewis last winter. The Senator took up the plan and drafted the bill that became the law, under which the present commission is working.

After the law was signed by the Governor, Mayor Rodenbeck called a conference of the city officials, members of the Chamber of Commerce, labor leaders and representative citizens generally. At this meeting the Mayor was authorized to appoint the local committee, and a plan of action was mapped out.

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THURSDAY, JUNE 26

ERIE IS TO PUT UP EMBANKMENT

TO PROTECT PROPERTY FROM FLOODS.

DEEP TUNNEL SUGGESTION

City Engineer Fisher Will Present It to Chamber of Commerce Committee — Committee Unable to Meet Yesterday Afternoon.

The visit to Rochester on Tuesday of Messrs. Landreth and Middleton, members of the State Flood Commission, apparently caused a renewal of local interest and activity in measures calculated to prevent future damage and inconvenience resulting from the overflow of the river and sewers during the heavy spring freshets which sweep down the Genesee Valley.

The Chamber of Commerce in particular is evincing a progressive spirit with reference to the flood problem and President Brewster is keeping the members stirred up in a manner that promises to bring about material results in the near future. President Brewster evinced deep interest in the visit of the two members of the state commission and is desirous that the Chamber shall co-operate with the city officials in anything that promises a remedy against the recurring deluges to which so much property is subjected during the floods.

President Brewster appointed a committee composed of members of the Chamber, to ascertain the best methods of preventing flood damage in the city. The committee is composed of William C. Barry, chairman; W. F. Manderville, H. B. Greves, J. C Tucker and D. Armstrong. This committee was called to meet at the chamber yesterday afternoon to listen to a plan outlined by City Engineer Fisher, dealing with conditions in the center of the city, but owing to the illness of some of the members and the absence of others from the city, the meeting had to be postponed. Mr. Barry, as chairman, was present, as were President Brewster and Mr. Fisher. The chairman directed Secretary Ives to inform the members of the committee that it was desirable that a meeting should be held soon, and that one would probably be held on a few days'

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...ing the principal business streets, should be remedied as soon as possible," said Mr. Barry. "It is a matter of great importance and I am desirous that our committee should show its interest."

While no meeting could be held yesterday, a statement of considerable importance, one Iait doubtless will be learned with satisfaction by a large number of property owners, of the Third ward more especially, was made by Mr. Fisher. He said that he had been informed by Division Engineer Tucker, of the Erie Railroad Company, who is also a member of the Chamber of Commerce committee, that the railroad company intends to take steps to prevent the submerging of its tracks and yards in this city in the future.

The company, it is understood, will, if it undertakes the work alone, elevate its outer track, the one nearest the river, on an embankment about three feet in height, so that the water can be kept from flooding the freight yards, roundhouse and other property. There is never a very swift current in the river between Clarissa street bridge and the depot, and a gravel and cinder embankment, it is believed, would answer the purpose.

Mr. Fisher, in discussing the subject with Mr. Brewster, said that the embankment might be of greater service if raised to four feet, and the possibility of inducing the property owners whose lands and buildings are submerged to help bear the expense was suggested. Mr. Fisher said that to build a stone retaining wall from Clarissa street to the dam would cost, approximately, $50,000, as a wall ought to go down to the rock. As a number of the property owners along Exchange street held a meeting last spring and advocated a wall, it is believed that they would not be backward about helping to construct an embankment, if it was shown that it would be sufficient, and thus help out the railroad company. The matter will be considered when the committee meets.

Another feature, one to which Mr. Fisher has given considerable study and upon which he was to have spoken yesterday, is how the trouble that comes to the buildings near the Four Corners and Front street, during the spring freshets, may be done away with. Mr. Fisher compiled a report in 1899, just before the Front street pavement was laid, in which it was suggested that a tunnel be built, forty feet down, in Main street from Fitzhugh to Front and down Front street to the Falls.

The plan proposed provides for holes or boring from the sewers into the tunnel at intervals, so that water which cannot be carried off by the existing sewers, could drop into the tunnel and find an outlet. The inundation of the cellars of the large downtown buildings is caused by the sewers becoming filled and backing up.

The Main and Front street sewers now have to take all of the water coming down Exchange street and Scott alley, and as the Front street sewer at its top is but 7 1-2 feet below the surface, the water soon fills it up and backs into the cellars of the big office buildings. These cellars are deep and go down further than the sewers.

The City Engineer suggests that the wall in the rear of the buildings on the east side of Front street be built higher, as considerable water which finds its way into the street comes through rear windows and walls.

HERALD, THURSDAY

JUNE 26, 1902.

RESTRAIN FLOODS

Plans To Relieve Conditions in Down Town District.

A CHEAP, PRACTICAL SCHEME

Erie Railroad Will Raise Three Foot Embankment Along River Bank and Mr. Fisher Suggests That Property Owners Add Another Foot — Front Street Tunnel Suggested.

City officials and interested citizens are taking hold of the local flood situation in a way that promises to prevent such serious damage another year as was seen here last spring in the heart of the city. Shortly after the recent flood subsided a committee of taxpayers owning property on Exchange Street formed a committee to investigate and decide whether a retaining wall could be built along the river bank on the west side from Court street to Clarissa Street.

An estimate of the cost of this wall was asked of the City Engineer and it was intended that the cost be made by a local assessment on the property benefited. The cost would be spread so widely that no one piece of property would be called on to pay a large amount. Mr. Fisher made surveys and found that it was expensive business to construct a retaining wall along this river bank, as it would be necessary to lay a foundation down on the solid rock. He figured that the cost would be about $50,000. The estimate was so high that the plan was temporarily dropped. The citizens committee appointed at the time consisted of William C. Barry, W. F. Manderville, H. R. Graves, J. C. Tucker and Duane Armstrong.

The subject has been revived, however, and since notice has been served on the city that the owners of the big commercial buildings will hold the city responsible for future damages from floods for a meeting of this committee to be held at the Chamber of Commerce yesterday afternoon, when Mr. Fisher should informally outline his new plans, dealing especially with the down town conditions. There was so small an attendance, however, that no attempt was made to call the meeting to order, but an adjournment was taken to some later date, when a larger crowd of interested taxpayers could attend.

Mr. Fisher has given out his plan in a general way, however, and it promises to solve the problem. In the memorandum he prepared for use at the meeting yesterday, he called attention to former reports on the subject, including one made by himself in 1899, just before the Front Street pavement was laid, in which he suggested that a tunnel forty feet down be built in Main Street, from Fitzhugh Street to Front Street, and down Front Street to the tunnel at the falls.

The suggestion was that borings be made at intervals from the existing sewers to the tunnel, so that water in excess of the sewer capacity might thus find an outlet. The sewers in Main Street and Front Street now take all the water coming down Exchange Street and Scott Alley. As the top of the sewer in Front Street is but 7 1-2 feet below the surface, when the sewer runs full the water backs into the deep cellars of the big office buildings.

In times of flood the water is sometimes five feet high in the manholes above the top of the sewer. It is at such times that the Powers building, Powers Hotel, Wilder building and other big office buildings suffer and it is held that the tunnel would carry off all of the surplus water that came from overflows above or set back from Front Street. The tunnel could be built without interrupting traffic and would make it impossible for suits to be brought in future by the owners of the big office buildings for damages from this cause, as is threatened.

J. C. Tucker, who is a member of the committee, is the division engineer of the Erie railway, and City Engineer Fisher, explained in Mr. Tucker's absence yesterday what the railroad proposed to do. He said the Erie officials were willing to raise their embankment along the river for three feet in height, and did not consider an expensive retaining wall as much better than an embankment of earth, strengthened by stones and cinders.

Mr. Fisher suggested that a four foot embankment would be safer, and in connection with the tunnel scheme would prevent almost certainly any future damage. If the Erie officials will not build more than a three foot embankment, however, he thought the interested property owners should be willing to assist and pay for the cost of making the embankment four instead of three feet. It is difficult to bring this about, as an assessment through the City Assessors' office cannot be made on a partnership deal.

Recently the state raised the embankment along the river below Genesee Valley Park above Clarissa Street, and at the last council meeting a resolution was adopted requesting the state to continue this work as far south as the park. No answer has been received from State Superintendent C. S. Boyd on this request.

This work by the state and the Erie Railway Company will aid much in restraining the flood in the down town districts, and if the property owners on the streets who are damaged are willing to do their share it ought not to be difficult to provide an adequate remedy.

Democrat and Chronicle
FRIDAY, JUNE 27, 1902

NINTH TO MESS AT THE ARMORY

SPREAD FOR RETURNED SOLDIERS PLANNED.

SKETCHES OF THE OFFICERS

Chamber of Commerce Appoints a Committee to Raise $500 to be Expended in Reception of the Soldiers From the Philippines.

Rochester will do her prettiest by the Ninth United States Infantry, en route from the Philippines and now in San Francisco. The Ninth will come to Rochester about 400 strong, including officers. It left the country 1,300 strong. The losses have been due to death on the battlefield, sickness, the usual discharges at the completion of terms of enlistment and disability because of wounds and hard campaigns.

The 400 will dine at the State Armory, and it is expected that the members of the National Guard companies and the division of Naval Militia will be the waiters at the dinner. Teall will serve. The band of the regiment, reduced in strength, will accompany the command.

The reception of the Ninth was brought up yesterday afternoon at the meeting of the Board of Trustees and Executive Committee of the Chamber of Commerce. It is the purpose to raise $500 for the event and John E. Dumont and Secretary Ives were appointed a committee to collect the funds. Mayor Rodenbeck will appoint a reception committee. Letters will be sent to Secretary of War Root, thanking him for permitting the regiment to stop in Rochester, by Mayor Rodenbeck and Secretary Ives.

The following roster of the officers of the Ninth, with a brief sketch of each, was prepared by an army officer who served in the Philippines:

Colonel C. F. Robe was promoted from lieutenant-colonel, Seventeenth Infantry, upon the death of Colonel Liscum at the battle of Tien Tsin, July 13, 1900. He joined the regiment later at Pekin, China. He went to the Philippines in 1898 and has served there or in China continuously since that date.

Lieutenant-Colonel James Regan, now on recruiting duty in New York city, was a captain and major of the regiment, and its first commanding officer in the Philippines. He served in Cuba, Luzon and China until the battle of Tien Tsin, where he was twice wounded. He has been absent from the regiment since that battle.

The majors of the regiment are:

E. R. Robertson, who served in it as a lieutenant and captain. He commanded the legation guard in Pekin, China, until recently. He was in Rochester with the Fifteenth Infantry at the time of the Otis celebration.

Robert J. C. Irvine, who joined the regiment in Samar, in November, 1901, from a captaincy of the Eleventh Infantry. He had formerly seen service in Porto Rico.

Frank B. Jones, who had formerly served with the Twenty-second Infantry, joined this regiment, and at present is awaiting its arrival at Madison Barracks.

The regiment's staff officers are:

Captain Charles D. Noyes, adjutant. He has been adjutant in the Philippines and China. Was twice wounded at Tien Tsin. Now with the regiment.

Captain Hugh D. Wise, quartermaster, was a lieutenant in the regiment at Santiago. He is the only officer of this celebrated regiment who held a commission in the Philippines, where he was a major of the Forty-seventh Volunteer Infantry. He joined the regiment in Samar in the fall of 1901.

Captain Francis S. Schoonover, commissary. While he is supposed to look after the "pork and beans," he preferred chasing insurgents in Samar until one of them stuck a hole into him. On account of this wound he will not be with the regiment to appear in his native city. He is now in the hospital at Washington, D. C. He is also noted as the man who was never hazed at West Point. To gain this distinction it was necessary for him to whip thirty cadets in one day.

Companies A, B, C and D constitute the First Battalion, which will be stationed at Fort Niagara, N. Y. Company B has remained in China as legation guard. The officers on duty with it are Captain A. W. Brewster and First-Lieutenant I. C. C. Welborn. They were both in the campaigns in Cuba and Luzon. Captain Brewster performed excellent service at the battle of Tien Tsin, and Lieutenant Welborn was granted a medal of honor at Santiago for gallantry. Lieutenant Robert S. Clark, who saw service in Luzon and China, is now on duty in Washington.

Company A—Captain Rethers was formerly a lieutenant of the Ninth, recently on duty at San Francisco, will become captain of Company A. Its former captain was R. H. Anderson, who died in Manila, November, 1901. First-Lieutenant B. F. Macklin has been on duty with the regiment continuously since it left the Philippines, March 17, 1899. Second-Lieutenant K. S. Snow joined the regiment in the fall of 1901.

Company C—Captain F. C. Harris has never served with the company, having been on duty since May, 1900, at the Buffalo Exposition. He was quartermaster of the regiment in Luzon for a time. The officers were formerly Captain T. W. Connell and First-Lieutenant E. A. Bumpus, who were both killed at Bainangiga, Samar, September 28, 1901.

Company D—Captain George Palmer, who has been on duty in the United States since June, 1900. First Lieutenant H. J. Collins joined the regiment in Samar in the fall of 1901, having formerly served as an officer of volunteers. Second Lieutenant A. U. Loeb has been with the company since the spring of 1900.

SECOND BATTALION.

Company E—Captain F. de W. Ramsay, now aide to General Chaffee, has never commanded the company, but has been an efficient quartermaster of the regiment in many an important movement. He is known wherever the American army has campaigned and has helped many other troops to hustle to the front. First Lieutenant G. R. Wallace joined the regiment in 1900 in Luzon and has been with the company since that date. Wears a medal of honor for gallant conduct March 4, 1900, near Tarlac, Luzon. Unaided he stood off the insurgents, who had killed Lieutenant Koehler, until help arrived. I would rather have his medal than any other worn in the United States army. Second Lieutenant Harris Hunter, recently appointed to the regiment.

Company F—Captain John P. Finley, formerly quartermaster of the regiment, has been in the United States since November, 1899. Returned sick from Luzon. Now at San Francisco, Cal. First Lieutenant W. K. Naylor joined the company before it sailed for Manila in 1899 and remained with it on duty until March, 1901, when he returned to the United States. Now at Madison Barracks. Second Lieutenant Emery T. Smith joined the regiment in China and has served with it since that time.

Company G—Captain E. V. Bookmiller joined the regiment as first lieutenant in 1898. Was acting adjutant at Santiago. Returned from Cuba very much broken in health and was not permitted to go with his regiment to the Philippines but was sent to Rochester on recruiting duty, where he remained several months, and then rejoined his regiment in Luzon, where he did his share of hiking, succeeded in getting wounded twice at the battle of Tien Tsin. Saw service in Samar, where he destroyed the village of Balangiga after the massacre of Company C. Was sent home disabled a few months ago and is now at Madison Barracks. First Lieutenant J. P. Drouillard joined the regiment in China and has served with it since that time. Has commanded the company since 1901. Second Lieutenant H. L. Evans recently appointed to the regiment.

Company H—Captain M. L. Hersey joined the regiment in China. Since its return to the Philippines has commanded at Oras on the east coast of Samar, where he did excellent service. First Lieutenant C. C. Kinney joined the regiment in China and has done excellent service in Samar. Second Lieutenant P. M. Goodrich joined in China and has since served with the regiment.

THIRD BATTALION.

Company I—Captain Fred L. Palmer has been on duty with the regiment since 1898. First-Lieutenant F. B. Lang joined in the Philippines in 1899, and served until the battle of Yangtsin, China, where he was severely wounded. Since that time he has been in the United States on recruiting duty, Portland, Me. Second-Lieutenant Guy E. Bunker recently joined the company in Samar. This company returned on the Warren, June 12th, is now at Madison barracks, and will not be in Rochester.

Company M—Captain George F. Ahern, now in charge of the Forestry Bureau in Manila. On account of disability has served very little with the regiment. First-Lieutenant J. B. Schoepfel joined the regiment in 1899 and has commanded the company practically all the time since that date. Second-Lieutenant unknown to me.

Company K—Captain J. M. Sigworth has been on duty practically all the time, except the latter part of the time in China and the first few months in Samar. First-Lieutenant Fred R. Brown has served continuously since joining the regiment in 1899 and performed ... service in battles of the Tien Tsin and ...

PUBLIC BAND CONCERT

BY

MINGES' MILITARY BAND

J. FRED MINGES, Director.

At SENECA PARK EAST

SATURDAY AFTERNOON, JUNE 28, '02

From 3:00 to 6:00 o'clock

UNDER THE AUSPICES OF THE ROCHESTER CHAMBER OF COMMERCE, PARK COMMISSIONERS, AND ROCHESTER RAILWAY COMPANY

PROGRAM

PART I.

1. MARCH—Imperial Edward, - - - *Sousa*
2. OVERTURE—Bartholdi, - - - *F. L. Griswold*
3. CHARACTERISTIC—Japonica, - - *Tony Stanford*
4. WALTZ—When Knighthood was in Flower, *L. V. Gustin*
5. MEDLEY—Southern Plantation Songs, - *arr. L. Conterno*
6. SERENADE—The Lover and the Mandolin, *Jean M. Missud*

PART II.

7. MARCH—The New Colonial, - - - *R. B. Hall*
8. OVERTURE—Polyphonie, - - - - *Pettee*
9. BARITONE SOLO—Selected, - - - - ———
10. SELECTION—Huguenots, - - - - *Meyerbeer*
11. MEDLEY—For Old Time's Sake, - - *C. K. Harris*
12. OVERTURE—America, - - - *arr. M. C. Meyerelles*

When you are through with this Program do not throw it on the Park Grounds, but in the Receptacle for Waste.

PUBLIC BAND CONCERT

BY THE

54th REGIMENT BAND

F. A. ZEITLER, Director.

AT GENESEE VALLEY PARK,

SATURDAY AFTERNOON, JUNE 28, 1902

From 3 to 6 o'clock.

Under the Auspices of the Rochester Chamber of Commerce, Park Commissioners, and Rochester Railway Co.

PROGRAM

PART I.

1. MARCH—The Imperial, - - - *Bert Anthony*
2. OVERTURE—Morning, Noon and Night, *Suppe*
3. *a* CAVELERIA RUSTICANA. Intermezzo *Mascagni*
   b IN A COSY CORNER. Novelette *Grace Kimball*
4. SELECTION—The Strollers, - - *Englander*
5. WALTZ—Artist Life, - - - *Strauss*
6. MEDLEY—Blaze Away, - - *Maurice Smith*

PART II.

7. MARCH—Amicizia, - - - *Chambers*
8. OVERTURE—Fra Diavolo, - - - *Auber*
9. SEXTETTE from Lucia, - - - *Donizetti*
10. SELECTION—Florodora, - - - *Stuart*
11. MEDLEY—On Andrew Mack's Songs. *Andrew Mack*
12. WALTZ—Auf Wiedersehn, - - - *Bailey*

When you are through with this Program, do not throw it on the Park Grounds, but in the receptacle for waste.

ANOTHER LARGE CONCERN.

Employs Three Hundred Hands, and Has Its Eye on Rochester.

Considerable business was transacted yesterday afternoon at the monthly meeting of the Chamber of Commerce Executive Committee and Board of Trustees. The reception to the Ninth Infantry was taken up, as described in another column. The matter of early closing of the local freight houses was presented to the committees by a local agent. No action was taken on this.

A communication was read from a large concern which employs 300 hands. The company desires to remove to some other city, and, like many other concerns, has a liking for this city. First Vice-President Daniel R. Murphy was authorized to visit the company and talk the matter over with its officers. It is not deemed advisable to make known the name of the firm.

Permission to use the assembly room of the chamber October 7th, 8th and 9th was granted to the American Society of Municipal Improvements. The society will hold its convention here on the dates named. City Engineer Fisher is president of the society, the object of which, as stated in the constitution, is the promotion of the best methods to be employed in the management of municipal departments.

The following were elected members of the chamber: C. A. Shaffer, Nos. 53 and 55 St. Paul street, wholesale clothier; Webber Brothers, Nos. 54 and 56 Andrews street, veterinarians; Thomas W. Newman, No. 76 Cypress street, shoe manufacturer; Charles Stenzel, No. 2 Graves street, millwright; Schlegel Manufacturing Company, No. 27 Canal street, textile manufacturing company.

SATURDAY CONCERTS.

Bands Will Play at Genesee Valley and Seneca Parks To-Morrow.

Band concerts will be given in Genesee Valley Park and Seneca Park east to-morrow. The Fifty-Fourth Regiment Band will play at Genesee Valley Park and Minges's Military Band at Seneca Park. The concerts will be from 3 to 6 o'clock.

The programme to be played by the Fifty-Fourth Regiment Band follows:

PART I.

1. March—The Imperial.....Bert Anthony
2. Overture—Morning, Noon and Night .....Suppe
3. (a) Caveleria Rusticana. Intermezzo .....Mascagni
   (b) In a Cosy Corner. Novelette.....Grace Kimball
4. Selection—The Strollers.....Englander
5. Waltz—Artist Life.....Strauss
6. Medley—Blaze Away.....Maurice Smith

PART II.

7. March—Amicizia.....Chambers
8. Overture—Fra Diavolo.....Auber
9. Sextette from Lucia.....Donizetti
10. Selection—Florodora.....Stuart
11. Medley—On Andrew Mack's Songs. .....Andrew Mack
12. Waltz—Auf Wiedersehn.....Bailey

This is the programme to be given at Seneca Park by Minges's band:

PART I.

1. March—Imperial Edward.....Sousa
2. Overture—Bartholdi.....F. L. Griswold
3. Characteristic—Japonica...Tony Stanford
4. Waltz—When Knighthood was in Flower.....L. V. Gustin
5. Medley—Southern Plantation Songs .....arr. L. Conterno
6. Serenade—The Lover and the Mandolin.....Jean M. Missud

PART II.

7. March—The New Colonial.....R. B. Hall
8. Overture—Polyphonie .....Pettee
9. Baritone solo—Selected.....
10. Selection—Huguenots.....Meyerbeer
11. Medley—For Old Time's Sake.....
.....C. K. Harris
12. Overture—America...arr. M. C. Meyerelles

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

This prog was used for Sunday July 6. Training on Sunday June 29 -

PUBLIC BAND CONCERT

BY

GARRAMONE'S BAND

ROCCO V. GARRAMONE, Director

At GENESEE VALLEY PARK

SUNDAY AFTERNOON, JUNE 29, 1902

From 3:00 to 6:00 o'clock

UNDER THE AUSPICES OF THE ROCHESTER CHAMBER OF COMMERCE, PARK COMMISSIONERS, AND ROCHESTER RAILWAY COMPANY

PROGRAM

PART I.

1. MARCH—National Unity, - - - - - *Knight*
2. OVERTURE—Lustspiel, - - - - - *Keler-Bela*
3. VISION—Characteristique, - - - - - *Blon*
4. SELECTION—The Explorers, - - - - - *Lewis*
5. PIZZICOTA POLKA, - - - - - *Johann Strauss*
6. MUSICAL—Scene from Spain, - - - - *Otto Langey*
   - No. 1—Gipsy March.
   - No. 2—Dance Allegretto.
   - No. 3—Habanera And'no.
   - No. 4—Bolero.

PART II.

7. MARCH—Chamber of Commerce, - - *R. V. Garramone*
   (By Special Request.)
8. UEPHONIUM SOLO—Selected, - - - - ——
   MR. A. W. COLE.
9. CONCERT VALSE—Thousand and One Nights, *Johann Strauss*
10. PILGRIM CHORUS, (from Tannhauser), - *R. Wagner*
11. SELECTION—Fiddle Dee Dee, - - - *Stromberg*
12. Dance of the Hours (from La Giaconda), *A. Ponchielli*

When you are through with this Program do not throw it on the Park Grounds, but in the Receptacle for Waste.

This program was used Sunday July 6th. Training June 29th.

PUBLIC BAND CONCERT

BY THE

54th REGIMENT BAND

F. A. ZEITLER, Director.

AT SENECA PARK, EAST,

SUNDAY AFTERNOON, JUNE 29, 1902

From 3 to 6 o'clock.

Under the Auspices of the Rochester Chamber of Commerce, Park Commissioner, and Rochester Railway Co.

PROGRAM

PART I.

1. MARCH—New England's Finest, - *Herbert Clark*
2. OVERTURE—Pique Dame, - - - *Suppe*
3. a A CARAVAN EPISODE, Oasis, - *Langey*
   b TOREADOR SONG. Carmen, - - *Bizet*
4. SELECTION—The Explorers, - - *W. H. Lewis*
5. WALTZ—Maid Marian, - - - - *De Koven*
6. MEDLEY—Maiden with the Dreamy Eyes, *Boettger*

PART II.

7. THE SEARCHLIGHT, - - - - - *Munnel*
8. OVERTURE—Stradella, - - - - *Flotow*
9. MAZURKA RUSSE—La Czarine, - - *Gaune*
10. SELECTION—Robin Hood, - - - *DeKoven*
11. WALTZ—Singing Girl, - - - - *Victor Herbert*
12. MEDLEY—Loop the Loop, - - - *Maurice Smith*

When you are through with this Program, do not throw it on the Park Grounds, but in the receptacle for waste.

July 2 Wednesday

JULY 2 1902.

NINTH NEARING ROCHESTER

Famous Fighters Will Arrive Late This Afternoon.

Plans for a General Celebration Immediately Upon Arrival of the Soldiers.

City Hall Bell to Ring and Whistles to Blow—Street Parade to be Followed by Banquet.

The Ninth Regiment, United States Infantry, will reach Rochester late this afternoon, by way of the New York Central. It is expected that the famous fighters will arrive in the neighborhood of 5 o'clock, and the street parade will be held immediately.

The regiment has already reached Buffalo, and as soon as the parade in that city has been held will embark for this city. The time made by the special trains since the soldiers left San Francisco has been very slow, and the men themselves are said to be complaining. Although the regiment passed through Cleveland at a very early hour this morning it did not reach Buffalo until the early part of this afternoon. The soldiers should have been in Buffalo by noon.

No changes have been made in the plans for entertaining the "Fighting Ninth." Half an hour before the train arrives here the reception committee will meet at the mayor's office. The committee is composed as follows: Mayor Rodenbeck, Gen. E. S. Otis, George Eastman, Hiram W. Sibley, Hon. Henry C. Brewster, James G. Cutler, Hon. Frederick Cook, Harvey Ellis, John E. Dumont, N. P. Pond, Col. Francis Schoeffel and Maj. George J. Oaks.

This committee will drive to the Central station and greet the officers of the regiment. The mayor will have the City Hall bell tolled when the train reaches the depot, and he requests that all factories blow their whistles.

When the committee has greeted the incoming soldiers they will take carriage for the Court House, where they will review the parade from the reviewing stand.

The parade will start as soon as it can be formed on Central avenue and the line of march will be as follows: From Central avenue to State street, to Allen street, to Washington street, to Main street west, to Main street east, to East avenue, to Alexander street, to Monroe avenue, to the armory, where the officers of the companies will review the parade.

The First and Eighth Separate companies, the Naval Reserves and the Army and Navy Union, comprising Spanish War veterans, will form the escort for the Ninth Regiment.

After the parade a banquet will be served to the officers of the Ninth Regiment at the Genesee Valley Club, while the men of the regiment will be fed at the arsenal. This evening the Naval Reserves, the First and Eighth Separate Companies and the Spanish War veterans will giv ethe men of the Ninth as good a time as they can, while the officers will be entertained y the Genesee Valley Clu and the reception committee.

It is expected the Ninth will leave here at midnight.

Capt. Francis B. Schoeffel, Capt. J. Bernard Schoeffel and Capt. E. V. Bookmiller of the Ninth Regiment, who arrived in this city yesterday, will take part in the celeration in honor of their regiment.

—o—

Rochester Post Express, July 2 1902

Secretary Ives of the Chamber of Commerce this morning requested The Post Express to ask the business houses of the city to keep their flags up to-night in honor of the reception to the Ninth regiment, whose parade may not take place until after the stores are closed. This request is made for fear habit might be stronger than memory, and the flags be lowered as usual at 6 o'clock.

NINTH REGIMENT EXPECTED TO ARRIVE ON THURSDAY

Heroes Left San Francisco Yesterday—Citizens Give Liberally to the Entertainment Fund.

The gallant Ninth Regiment is expected to arrive in Rochester next Thursday afternoon. John E. Dumont, who was mainly instrumental in having the Ninth ordered to stop over here, last night received word that the regiment left San Francisco for the East yesterday, and he counts on the soldiers getting here late Thursday afternoon.

Meanwhile the preparations for the reception of the heroes are progressing rapidly and by Tuesday at the latest everything will be in readiness for one of the heartiest and most spontaneous greetings ever extended to an organization by the people of Rochester.

About $500 or $600 is needed to meet the expenses of the reception to the soldiers, and Mr. Dumont and Secretary Ives of the Chamber of Commerce have taken it upon themselves to see that the amount is subscribed by the citizens. These two gentlemen have been soliciting for the last two days and have met with very gratifying success. Nearly every citizen approached has readily subscribed, with the result that over $300 has been secured already. It is expected that the full amount will be secured by Monday evening.

The programme for the entertainment of the regiment is not yet completed, but it is intended that the enlisted men be given a dinner at the State Armory, where they will be waited upon by members of the separate companies and the Naval Reserves.

The officers of the regiment will be entertained at a smoking concert at the Genesee Valley Club. A luncheon will be served and a fine programme of music and literary numbers will be given. The entertainment of the officers will not be charged to the subscription fund, but will be given independently by several prominent citizens.

During the parade, the First and Eighth Separate Companies and the Naval Reserves will act as escort to the Ninth. They will be headed by one of the city bands. The Reception Committee who will greet the soldier boys will probably be composed as follows: Mayor Rodenbeck, General Elwell S. Otis, Hiram W. Sibley, Hon. H. C. Brewster.

Times June 28/1902

Public Band Concerts in the Parks.

The second series of public band concerts under the auspices of the Rochester Chamber of Commerce, Park Commissioners and Rochester Railway Company will be held this afternoon and to-morrow afternoon, between the hours of 2and 6 o'clock. The concerts each afternoon are held simultaneously in order that the crowds may be divided and better transportation facilities afforded.

The opening concerts last week were spoiled by rainy weather, but if the weather will permit there promises to be an immense attendance at the parks to-day and to-morrow. Following are the programmes of the four concerts scheduled:

PROGRAMMES THIS AFTERNOON.

54TH REGIMENT BAND.
At Genesee Valley Park.
PART I.

March—The Imperial...Bert Anthony
Overture—Morning, Noon and Night ..... Suppa
a. Caveleria Rusticana. Intermezzo ..... Mascagni
b. In a Cosy Corner. Novelette.
Selection—The Strollers .... Englander
Waltz—Artist Life ..... Strauss
Medley—Blaze Away ..... Maurice Smith

PART II.

March—Amicitia ..... Chambers
Overture—Fra Diavolo ..... Auber
Sextette from Lucia ..... Donizetti
Selection—Flordora ..... Stuart
Medley—On Andrew Mack's Songs ..... Andrew Mack
Waltz—Auf Wiedersehn ..... Bailey

MINGES MILITARY BAND.
At Bens. s Park East.
PART I.

March—Imperial Edward ..... Sousa
Overture—Barthoeldi...F. L. Griswold
Characteristic—Japonica ..... Tony Stanford
Waltz—When Knighthood was in Flower ..... L. Y. Gusin
Medley — Southern Plantation Songs ..... Arr. L. Conterno
Serenade—The Lover and the Mundolin ..... Jean M. Missad

PART II.

March—The New Colonial...R. B. Hall
Overture—Polyphonic ..... Petter
Baritone solo—Selected .....
Selection—Huguenots ..... Meyerbeer
Medley—For Old Time's Sake ..... C. K. Harris
Overture—America ..... Arr. M. C. Meyercelles

PROGRAMMES TO-MORROW AFTERNOON.

GARRAMONE'S BAND.
At Genesee Valley Park.
PART I.

March—National Unity ..... Knight
Overture—Lustspiel ..... Keler-Bela
Vision—Characteristique ..... Blon
Selection—The Explorers ..... Lewis
Pizzicota Polka ..... Johann Strauss
Musical—Scene from Spain.....
..... Otto Langey
No. 1—Gipsy March.
No. 2—Dance Allegretto.
No. 3—Habanera And'no
No. 4—Bolero.

PART II.

March—Chamber of Commerce.. (By Special Request).
Uephonium solo—Selected ..... ——
A. W. Cole.
Concert Valse—Thousand and One Nights ..... Johann Strauss
Pilgrim Chorus (from Tannhaeuser) ..... R. Wagner
Selection—Fiddle Dee Dee .. Stromberg
Dance of the Hours (from La Giaconda) ..... A. Ponchielli

54TH REGIMENT BAND.
At Seneca Park East.
PART I.

March—New England's Finest... ..... Herbert Clark
Overture—Pique Dame ..... Suppe
a A Caravan Episode. Oasis..Langey
b Toreador Song. Carmen ..... Bizet
Selection—The Explorers..W. H. Lewis
Waltz—Maid Marian ..... DeKoven
Medley—Maiden with the Dreamy Eyes ..... Boettger

PART II.

The Searchlight ..... Munnel
Overture—Stradella ..... Flotow
Mazurka Russe—La Czarine ..... Gaune
Selection—Robin Hood ..... DeKoven
Waltz—Singing Girl...Victor Herbert
Medley—Loop the Loop..Maurice Smith

Daily Herald June 28 1902

READY TO WELCOME "FIGHTING NINTH."

Veteran Regulars of Cuba, China and the Philippines will Arrive in Rochester at 4.30 This Afternoon—Will Parade Immediately—After This Officers and Men will be Given Banquets—Will Leave at Midnight.

Rochester Herald June 28, 1902

When Johnnie comes marching home again,
Hurrah! Hurrah!
We'll give him a hearty welcome then,
Hurrah! Hurrah!
The bands will play, the boys will shout,
The ladies they will all turn out,
And we'll all feel gay when Johnnie comes marching home.

A special despatch to The Post Express from Buffalo says:

Buffalo, July 2.—The Ninth regiment, United States infantry, Colonel Robe.son route to Sackets Harbor, after its campaign in Cuba, China and the Philippines, arrived here to-day. A short stop was made here, and escorted by the two companies of the Fourteenth United States infantry stationed at Fort Porter and two companies from the Sixth and Seventy-fourth regiments, national guard, the regiment made a short parade. The regiment, with the exception of two companies which go to Fort Niagara, will leave here by special train shortly after 5 o'clock, making stops at Rochester and Syracuse.

The music of the old song is in the air to-day and all Rochester is on tip-toe of expectation to greet the "Fighting Ninth," in its day and generation, as the by-gone generation eagerly waited to welcome home its soldier heroes of the '60s.

At noon word was received in this city that the regiment had arrived in Buffalo and that it would arrive in Rochester at 4.30 o'clock this afternoon.

Accordingly all the preparations for the regiment's reception are being based on the assumption of its arrival at that hour. The public will certainly be made acquainted with the arrival of the soldiers by the ringing of the City hall bell and by its accompanying chorus of steam whistles.

Order of Parade.

Captain Malcolm Young, of the Second United States artillery, who is in charge of the United States recruiting station here, is to act as officer of the day in the military parade. To a Post and by its accompanying chorus of steam Express reporter at noon-to-day Captain Young said that the following organizations would participate in the parade:

[illegible] Catholic Knights of America, the First Separate company, the Eighth Separate company, Edgar F. Koehler garrison, U. S. Army and Navy union, and the Ninth regiment, U. S. I.

Koehler garrison is made up of regular army men and the fact is not generally known that it is named after a former lieutenant in the Ninth regiment.

Captain Young will have no mounted staff but the field and staff officers of the Ninth will of course be mounted. There are six of them including the lieutenant-colonel of the regiment, James Regan, who although absent from his regiment on leave, will rejoin it in Rochester to-day, Captain Young says.

The veterans will arrive at the New York Central station where they will be formally received by the citizens' committee who will then be driven to the reviewing stand in front of the Court house where, in company with the city officials they will view the parade. The mayor has added to the reception committee the names of Colonel N. P. Pond, Colonel Schoeffel and George J. Oaks. The other members of the committee are Mayor-General Otis, Harvey Ellis and John E. Dumont.

Line of March.

The line of march will be as indicated yesterday: Central avenue to State street, to Allen street, to Washington street, to Main street west, to Main street east, to East avenue, to Alexander street, to Monroe avenue, to the armory. At the latter point the officers of the command will review the column, after which it will be disbanded.

The house committee of the Genesee Valley club has invited the officers of the Ninth and the citizens' committee to a banquet at the club at 9 o'clock. A banquet for the privates of the regiment will be spread in the armory and the local militia men will be on hand to help make the regulars at home.

To Remain Until Midnight.

The regiment will remain in the city until midnight, when it will resume its journey eastward. Not all of it will come to Rochester this afternoon. The first batallion will be left at Ft. Niagara.

Captains Schoeffel and Bookmiller of the regiment arrived in the city last night and spent the morning at Captain Schoeffel's home. The other officers of the regiment, who will arrive in Rochester this afternoon with the exception of those left at Buffalo, are as follows:

RECORD OF THE NINTH.

Active in Indian Campaigns, Cuba, Philippines and China.

It was two years before the outbreak of the Civil war that the Ninth Regiment was organized and California has the proud honor of being its birthplace. But its early years were quiet ones; the regiment took no active part in the great strife that threatened to rend the country in twain. Its fighting record begins with the frontier struggles that were carried on with the Indians between 1876 and 1885. Here the regiment had its baptism of fire. During the five years following the practical subjugation of the Indians the Ninth was stationed in Arizona. Then the regiment came east and quartered in New York state. With the exception of some police duty at the Chicago riots in 1894, it remained comparatively inactive until the Spanish war called it to fighting in grim earnest.

Here begins the most glorious part of the history of the regiment. It was in April, 1898, that it left Madison Barracks for Tampa, Fla., and in June it was despatched to Cuba. It was to disembark near Santiago. While some of their brethren in arms were landing on the east side of Morro Castle, the boys of the Ninth made a feint to disembark on the farther side. The object of this stratagem was to distract the attention of the Spaniards. The Ninth did not long rest on its arms. The attack on San Junan hill was a great day for it. The regiment, brigaded with the Thirteenth and Twenty-fourth, was held in reserve and then, at the crucial moment, rushed forward. The Ninth showed the stuff it was made of; for it was among the first to scale the hill and force the enemy's position. It paid for the glory with the life of Lieutenant Lewis.

Santiago continued to be the scene of the regiment's work until the formal surrender and, with the cavalry, it enjoyed the distinction of being the only troops in the town at the raising of the Stars and Stripes. True, the duty was not quite the kind that the soldier's heart most rejoices in. Police duty is irksome and irking to the temper. Captain Schoeffel could probably tell something of the "ways that are dark" of the guileless Cuban, for he and his company had charge of the supplies at the docks.

In August the regiment disembarked at Montauk. It stayed two or three weeks to recuperate, and afterwards returned to Madison Barracks. But it was not suffered to be idle long. In March of 1899 its services were required in the Philippines. On arrival it was divided into two contingents. One half was soon busily engaged coping with the Filipinos round Pateros. During June it was reunited and took part in the fighting along the River Cayote. This work done, a movement was made North and the stronghold of Tarlak was invested and reduced. These operations were conducted during a rainy season of phenomenal severity. The rainfall in a single month was no less than fifty-eight inches.

China was the theater of the next campaign. Arriving in July the regiment was towed up the river to Tientsin and took part in the attack on that place. Here Captain Young's men met his death. The regiment remained with the allies until the general advance on Pekin was ordered. The regiment attacked the gates of the Forbidden City and, after the capture of Pekin, it camped outside the walls. The object of this was to avoid looting. But, lest the [illegible]

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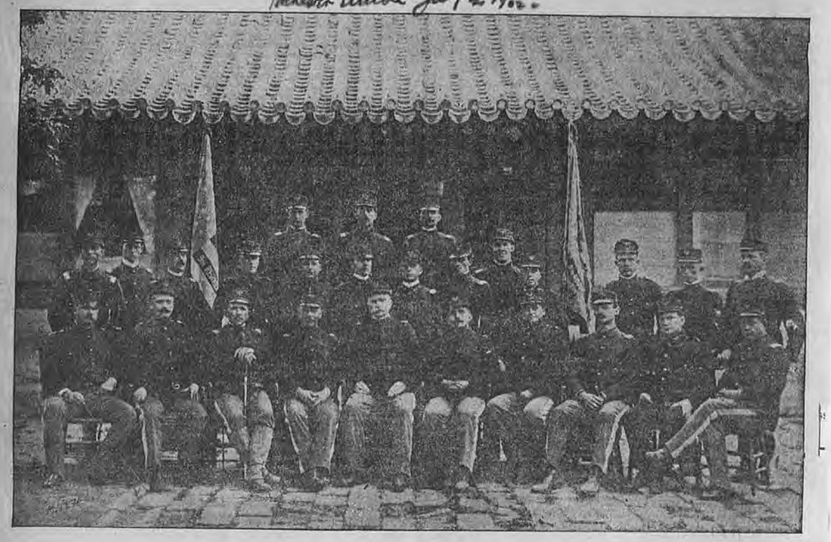
NINTH REGIMENT, UNITED STATES INFANTRY

History of the Famous "Fighting" Regiment Which is the Guest of Honor of Rochester To-Day--Roster of Officers.

Rochester Union July 4 1902



OFFICERS OF NINTH REGIMENT, UNITED STATES INFANTRY.
Photograph Taken Before Temple of Agriculture in Pekin, China.

The Ninth Regiment, United States Infantry, which is the guest of honor of Rochester to-day, made an enviable record in Cuba, the Philippines, China and again in the Philippines. It took part in almost every engagement of these wars and by its bravery, willingness and stubborn fighting against great odds earned the sobriquet of the "Fighting Ninth." The regiment was sent out on almost every "forlorn hope" in the Philippines and its dash and courage in battle were matters of common report. Several times the regiment suffered severe losses and its record in this line, due to its bravery solely, has seldom been equalled in the United States Army.

The regiment is composed of twelve companies, A, B, C, D, E, F, G, H, I, K, L and M, but all of them are not taking the trip east from San Francisco to-day. Companies A, C and D disembarked at Buffalo to-day and reported for duty at Fort Niagara. Company E was left on duty in China and Company I is now at Madison barracks.

Of the members of the regiment particular interest is felt here in Captains Francis B. Schoeffel and J. Bernard Schoeffel of this city and in Capt. E. V. Bookmiller, who was in this city some time on the recruiting station. All three of the captains named arrived in Rochester yesterday and took part in the reception to their regiment this afternoon.

The history of the Ninth Regiment is of interest. It left Madison barracks under the command of Col. William H. Powell April 13, 1898, proceeded to Tampa, Fla., and formed part of the Fifth Army Corps. The embarkation for Cuba and the landing at Sibaney followed, and in the advance on Santiago, the regiment formed part of Wycoff's brigade, Kent's division. This was the brigade that lost three commanders in a few minutes.

Together with the Thirteenth and Twenty-fourth Infantry, the Ninth was on the left line in the assault on the Spanish line at the block house on San Juan Hill. After the capture of the line, they intrenched and remained in position until the capture of the city, when the Ninth was ordered to take part in the surrender of Santiago, it being the only regiment so honored.

Police work in the city proved very hard on the men already attacked by fever and dysentery. Gen. Shafter is said to have remarked when asked to detail more men for the work, that "if yellow fever is in the city, one regiment is enough to get it." They were finally relieved by one of the immune regiments and went out to the hills, until orders were received for Montauk Point. The men left on the St. Louis of the American line, August 10th, arriving August 14th, going first to detention camp and then to regular camp.

In September the regiment was sent to Madison Barracks and the fall and winter were spent in getting the men back into shape. Several of them died of disease contracted while in Cuba and others were discharged because of being disabled. Recruits were received and drills carried on incessantly.

Early in March, 1899, orders were received to change station to the Pacific coast, but before the orders could be executed they were changed to read Philippine Islands. The departure from Madison Barracks was made March 17th in six trains, arriving in San Francisco March 23d. The regiment embarked on the transports Puebla and Zealandia, sailed March 26th and 28th, arriving at Manila April 25th and 27th.

Camp was pitched on Tuneta for three or four days, the Second Battalion under Capt. J. A. Baldwin then going to Pateros, near Laguna de Bay, the First and Third, under Major Rockefeller, taking station at Caloocan on the line of the railroad. Major Rockefeller disappeared on that same night while inspecting his outposts and has never been heard from.

In May parts of the First and Third Battalions took part in the campaigns under Gen. Hall, but little was accomplished. On June 10th the Second Battalion was part of the command of Gen. Lawton when engagements were fought at Guadaloupe Ridge, Paranque, and on June 12th on Zapote River, clearing all the country immediately south of Manila. There was great suffering among the troops because of the heat and lack of water.

The regiment was next transferred to Gen. MacArthur's forces north of Manila, joining him at San Fernando, in the vicinity of which the first rainy season was passed. It was a severe season, the rainfall during July being fifty-eight inches.

On August 5th the regiment formed part of the general advance toward Angeles and thence to San Rita, where they remained until the latter part of September, when, with the Third Forty-sixth Volunteer Infantry, they advanced and took Porac. Here they had a sharp fight. They next rejoined Gen. MacArthur at Angeles, where the enemy made several night attacks, but accomplished little.

Early in November the regiment was in the general advance on Bamban, the last stronghold, and when that was taken armed resistance practically ceased, as Tarlac, the enemy's last capital, was occupied, and the troops scattered to the hills and woods.

The Ninth was left at Tarlac to occupy that place and several near-by towns on and off railroad. Until June, 1900, the men were engaged in clearing and pacifying the province. Lieut. Koehler was killed during this period. Many Filipino officers of rank were captured or surrendered, with over 2,000 rifles.

The success of the regiment under Col. Emerson Liscum was probably the cause of its troops being sent to China when necessity for troops arose in that part of the world. Almost inseparable officers were accustomed to conferring in Manila, for freshets had caused numerous washouts on the railroads, and all the rivers were badly swollen. Manila was finally reached, however, and the men were furnished with entirely new outfits, as it was then thought that the trip to China would be but a pleasure jaunt and it was desired that the American troops make as fine an appearance as possible.

The pleasure jaunt idea was soon dispelled. The regiment reached Taku, China, July 9th, went up the river Pei-ho in lighters, arriving July 11th at Tien Tsin. On the 13th the famous battle of Tien Tsin was fought, the Ninth losing 99 killed and wounded out of 428, including Col. Liscum, who was shot after picking up the flag that a color bearer had dropped. The men loved Col. Liscum, for a braver man than he, they believed, never lived.

On August 4th came the advance to Pekin, with the terrible hardships of that march. The Ninth participated in the battle of Yang Tsun and also at Pekin when Gen. Chaffee stormed gate after gate of the Imperial City.

After the capture of Pekin the regiment encamped in the Temple of Land and Grain and later in the Temple of Agriculture, with the exception of two companies, C and G, which were at Tien Tsin. When the men left Manila for the China campaign they were much enfeebled by fever and disease. In making comparisons with the marching and carrying abilities of other troops, allowance has never been made for this fact. The winter in China set the men on their feet again, and when they returned to the Philippines their general health was excellent.

While in China the American officers formed a unique international society, known as the Order of the Dragon, in commemoration of the campaign. They were joined by the diplomats who were in the siege, and the officers of every nation represented there. Gen. Chaffee was the president and Capt. Ramsay the secretary and treasurer. To the latter belongs the credit of organizing the society.

After the return to Manila, the Second Battalion was ordered at once to Samar. The First and Third followed two months later. On September 28th occurred the massacre of Company C at Balangiga; on October 16th, the fight of thirty-nine men of Company E on Gandora river, when eleven were killed and nine wounded; on December 24th fifteen men of Company B were engaged in a fight at Dapdap, in which eight were killed and five wounded. In the latter part of March they were ordered to Manila. The regiment left Manila on the transport Hancock May 27, 1902, and arrived at San Francisco June 20, after an absence of three years and three months.

The regiment lost between 1898 and the date of its departure from the Philippines 4 officers and 164 men killed in battle, died of wounds and 168 men drowned or died of disease and in addition eight officers and 164 men were wounded.

Following is a roster of the officers of the regiment and of the companies which reached Rochester to-day:

Col. C. F. Robe was promoted from lieutenant colonel, Seventeenth Infantry, upon the death of Col. Liscum at the battle of Tien Tsin, July 13, 1900. He joined the regiment later at Pekin, China. He went to the Philippines in 1898 and has served there or in China continuously since that date.

Lieut. Col. James Regan, now on recruiting duty in New York city, was a captain and major of the regiment and its first comanding officer in the Philippines. He served in Cuba, Luzon and China until the battle of Tien Tsin, where he was twice wounded. He has been absent from the regiment since that battle.

The majors of the regiment are:

E. R. Robertson, who served in it as a lieutenant and captain. He commanded the legation guard in Pekin, China, until recently. He was in the regiment with the Fifteenth Infantry at the time of the Otis celebration.

Robert J. C. Irvine, who joined the regiment in Samar in November, 1901, from a captain of the Eleventh Infantry. He had formerly seen service in Porto Rico.

Frank B. Jones, who had formerly served with the Twenty-second Infantry, joined this regiment and at present is awaiting its arrival at Madison barracks.

The regiment's staff officers are:

Capt. Charles R. Noyes, adjutant. He has been adjutant in the Philippines and China. Was twice wounded at Tien Tsin. Now with the two companies.

Capt. Hugh D. Wise, quartermaster, was a lieutenant in the regiment at Santiago. He is the only officer of this celebrated regiment who held a commission in the Philippines, where he was a major of the Forty-seventh Volunteer Infantry. He rejoined the regiment in Samar in the fall of 1901.

Capt. Francis S. Schoeffel, commissary. While he is supposed to look after the "pork and beans," he preferred chasing insurgents in Samar until one of them stuck a hole into him.

The officers of the companies which reached Rochester to-day are as follows:

Second Battalion—Company E—Capt. F. de W. Ramsey, now aide to Gen. Chaffee, has never commanded the company, but has been an efficient quartermaster of the regiment in many an important movement. He is known wherever the American army has campaigned and has helped many other corps to hustle to the front. First Lieut. G. W. Wallace joined the regiment in 1900 in Luzon and has been with the company since that date. Wears a medal of honor for gallant conduct March 4, 1900, near Tarlac, Luzon. Thanked he stood off the insurgents who had killed Lieut. Koehler, until help arrived. Second Lieut. Cleveland Wilcoxson, never joined, now at Madison Barracks: First Lieut. W. P. Coleman, served formerly as second lieutenant of Company G in Luzon and China, recently transferred from the Twenty-sixth to the Ninth Infantry; Second Lieut. R. W. Buchanan, C. C. Rockwell, G. L. McEntee and R. L. Meador have recently been appointed to the regiment.

Company G—Capt. E. V. Bookmiller joined the regiment as first lieutenant in 1898. Was acting adjutant at Santiago. Returned from Cuba very much broken in health and was not permitted to go with his regiment to the Philippines, but was sent to Rochester on recruiting duty, where he remained several months, and then rejoined his regiment in Luzon, where he did his share of hiking, succeeding in getting wounded twice at the battle of Tien-Tsin. Saw service in Samar, where he destroyed the village of Balangiga after the massacre of Company C. Was sent home disabled a few months ago. First Lieut. J. P. Drouillard joined the regiment in China and has served with it since that time. Has commanded the company since 1901. Second Lieut. H. L. Evans recently appointed to the regiment.

Company H—Capt. M. L. Hersey joined the regiment in China. Since its return to the Philippines has commanded at Oras on the east coast of Samar, where he did excellent service. First Lieut. C. C. Kinney joined the regiment in China and has done excellent service in Samar. Second Lieut. P. M. Goodrich joined in China and has since served with the regiment.

Company K—Capt. J. M. Sigsworth has been on duty practically all the time, except the latter part of the time in China and the first few months in Samar. First Lieut. Fred R. Brown has served continuously since joining the regiment in 1899 and performed excellent service in Luzon, at the railroad station, Tien-Tsin, July 13, 1900, and later in Samar. Second Lieut. W. E. Mills recently joined the regiment in Samar.

Company L—Capt. R. J. Burt joined the regiment recently from first lieutenant, Twenty-fifth Infantry. First Lieut. E. R. Brown has served continuously since joining the regiment in 1899. Second Lieut. G. W. Harris recently promoted to the regiment. First Lieut. H. Hammond, battalion adjutant, has served with the regiment continuously since it left for the Philippines in 1899.

Company M—Capt. George P. Ahern, now in charge of the forestry bureau in Manila. On account of disability has served very little with the regiment. First Lieut. J. B. Schoeffel joined the regiment in 1899 and has commanded the company practically all the time since that date.

The following have recently been assigned to the regiment: First Lieut. Cleveland Wilcoxson, never joined, now at Madison Barracks; First Lieut. W. P. Coleman, served formerly as second lieutenant of Company G in Luzon and China, recently transferred from the Twenty-sixth to the Ninth Infantry; Second Lieut. R. W. Buchanan, C. C. Rockwell, G. L. McEntee and R. L. Meador have recently been appointed to the regiment.

NINTH REGIMENT

WAS THE CITY'S GUEST

Rochester Gave Royal Welcome to the Heroes of Three Campaigns Who Stopped Over To Pay a Seven Hour Visit to the City---Enthusiastic Welcome at the Central Station and Along the Line of March---Soldiers Were Banqueted at Armory and Officers at Genesee Valley Club.

INTERESTING SPEECHES AT BANQUET

General Otis, Colonel Robe, Lieut. Col. Regan and Chaplain Newson Called Upon--The American Soldier Defended by the Latter.

The men of the famous "Fighting 9th," with faces tanned by the sun of two hemispheres and with its colors tattered by hostile bullets of enemies of three countries, heroes who have seen the hardest kind of service under the most trying circumstances far from home and friends, arrived in this city on a special train from Niagara Falls at 5.20 o'clock yesterday afternoon. From the time they landed within the train house of the New York Central until they entered the Armory—all along the line of march—cheers from thousands of throats and the waving of innumerable handkerchiefs by feminine enthusiasts greeted them; the spontaneous enthusiasm of it all showed that the valiant eeds of American soldiers are not forgotten.

Whatever criticisms may have been made against the army in distant lands, these men came in for no part of it; these were the men who had done the fighting; these were the men who had obeyed orders, whether it was to charge an enemy or face a pestilence.

Theirs not to make reply,
Theirs not to reason why,
Theirs but to do and die.

A finer body of marching soldiers has seldom been seen in this city. Although some of the men looked like old campaigners, the majority were young, and it was hardly possible to realize that these young men were veterans of many a hard campaign; yet the bearing of the men, the precision and steadiness of their movement on the march, was such as can only be acquired by long service and rigid discipline. Those who saw the soldiers of the regiment yesterday will not soon forget the privilege.

The train house of the New York Central was crowded long before the special train bearing the 9th Regiment arrived, filed from the Central station. "See them, the battle flags."

The regiment halted for nearly five minutes as the officers were mounting their horses, and all that could be seen above the stone wall and thicker wall of human beings, were these two ragged, eloquent standards, held high above the throng by the loving hands of the two veteran sergeants, and set off sharply by the black background of the station's portal.

The colors are those carried by the regiment in Cuba, when it stormed San Juan hill. They are under the constant guard of two sergeants and two corporals, detailed for the purpose. The privates carry rifles which are loaded with ball cartridges.

Senior Color Sergeant White enlisted in 1876, and has served with the regiment ever since. He is a typical regular of the old school, gaunt, wiry and as hard and flexible as a steelspring. Two long trailing moustaches complete the picture of military perfection. Junior Color Sergeant Winters enlisted in 1898. He is a tall, slender man, with a long grey board, and moustache and grey eyes. Both men watch their precious charges with as much devotion as a mother cares for her baby.

ment poked their heads out of the windows of the cars and waived their hands in acknowledgement of the greetings. On the rear platform of the car stood Lieutenant Schoeffel. He jumped off before the train came to a standstill and received the affectionate greetings of the members of his family, who were of all the assemblage the most interested in the arrival of the regiment.

The officers of the regiment left the train first. They were introduced to and shook hands with the Mayor and the other members of the reception committee. One by one, as they were recognized, their names were called by the members of the Amy and Navy Union and three cheers heartily given. All of the officers came in for a like greeting. As soon as the train came to a standstill, guards appeared at the door of each car. "Ah, that looks like old times," said Captin McDermott of the police force who was on duty inside the train house. "That was wht they always did in the civil war. Not a man can leave the cars until the orders are given by the officers to do so."

Soon the order was given for the men to form, company by company. They were in full fighting Khai-ki uniform with campaign hates, and marching equipments. Only seven companies of the regiment came to this city. Companies E, F, G, H, K, L and M. Companies A, C and D dropped off at Fort Niagara, while Company B is still on duty in China. The color sergeants attracted considerable interest. They had with them two silk American flags, or rather what there was left of them. When the covers were tenderly removed, it was seen that both flags were badly torn by bullets, and as the crowd caught sight of them there was more cheering.

Soon the buglers sounded the adjutants' call followed by the assembly call and the men were ordered to fall in line. They formed in company fronts, stretching far along the station. As the men took their positions they presented a splendid appearance. They stood straight as arrows, and the line was as motionless s a stone wall.

While the men were waiting for the order to "fall in," a light engine made its way through the station and several of the men had to step pretty lively to get out of the way. Some one remarked that that was the first time any member of the 9th Regiment had ever been seen to run in the face of danger.

It was nearly 6 o'clock before marching orders were given. Colonel Robe and staff were given mounts just outside the station, and then the parade started. From that time until the men arrived at the Armory there was a continuous ovation it along the line of march.

At the armory the companies were dismissed. As soon as the parade started the members of the reception committee took carriages for the Court House, and there, in company with city officials, reviewed the parade. When the men were redismissed at the armory, the reception committee escorted the officers of the regiment to the Genesee Valley Club, where an elaborate banquet was given them, which was followed by a smoker at the same place. There were songs and speeches and general good cheer. The 54th Regiment Band was present and furnished the music for the occasion.

An effort was made on the part of those in charge of the affair to have the banquet as exclusive as possible. None but the members of the reception committee and the officers of the regiment, together with a few civilians who did not care to have their names mentioned, was present. The officers of the local military companies who acted as escort for the regiment were not invited to the banquet, but were told that they would be welcome at the smoker. The local officers, of course, refused this invitation. This was the only unpleasant incident in the whole reception, and in which, of course, the officers of the visiting regiment had no part.

While the banquet to the officers was in progress at the Genesee Valley C[lub]

THE COLORS OF THE NINTH.

Two Grizzled Veterans Guard Them with a Mother's Devotion.

The point in the parade which caught every eye, was where the two tattered battle flags rose above the yellow-clad ranks, like withered pine trees from a lesser wood.

"There they are," was the word passed along the crowd, as the regiment defiled from the Central station. "See them, the battle flags."

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A luncheon was served by Tivoli and was welcome to men who had had nothing but hardtack since they began their journey across the continent from San Francisco. Later the men were given the freedom of the city, and members of the local companies acted as escorts to the men during the evening.

It was after 11 o'clock when the men and officers again assembled at the armory and marched to the station, where they took the train for Syracuse at midnight. The regiment will make a stop in the Saline City, where another reception will be given them to-day. Those who gathered at the station gave them a rousing farewell cheer. The men said they would long remember the hospitality of the Flower City.

SCENES AT CENTRAL STATION.

An Immense Crowd Gathered to Welcome Soldiers on Their Arrival.

Long before the veterans arrived, people began to wend their way towards the Central station. At first, those bound thither were mostly boys; having lots of time, they took precaution to be on hand early enough to get a commanding view point. Before long, besides hurrying travelers, a common sight, others began to seek the station. Once there, they stood about perched on steps and curbing, or congregated to behold the detachment of police drawn up in front of the entrance. At 4 o'clock there was quite a crowd of people about the place, but in the intervening minutes before 5 o'clock others came and added to the number already there, so that by the time the train finally pulled in, the station was a black mass of people.

From external appearances, a person might remain in ignorance as to the purport of the gathering; there were no waving flags, blaring trumpets or rolling drums to indicate that the most famous regiment in the United States army was about to enter the city. The only exception was the display of a banner on the front of a saloon opposite the station. It read "Welcome to the Brave," while about its border were the numbers "1861," "1892" and "1901." No sooner did the crowd see the painted strip of cotton cloth hoisted over the entrance than it began to speculate upon the arrival of the regiment; there had been rumors that it would not put in an appearance on schedule time, and the enterprise of the saloonkeeper tended to dispel the consequent depression of spirits.

While the crowd waited for the train to roll in, expressions of patriotic sentiment could be heard on all sides. There were tales of what brave deeds the regiment had performed; there were stories of conflicts, the telling of which caused a general mouth-opening of the small boys; there were anecdotes, secondhand, of Havana, Manila and Pekin. The undercurrent of patriotic enthusiasm in all these, foretold a warm reception for the 9th, when it should put in an appearance. It was contagious, too; soon everybody had a war story to tell. There were many who could tell about every fight the regiment had ever been in—from the painted, feathered Indian to the pig-tailed Chinaman.

The hour of waiting wore on. The crowd became thicker; it was a big black spot. Then of a sudden, a man who had been a bundle of rusty reminiscences zig-zagged through the throng, bound for the ticket office. Soon he returned to his original place and in the voice of disappointment announced that the regiment was still parading in Buffalo; the people there wouldn't let it go, so enthusiastic were they. In all probability the regiment would not reach Rochester until late at night. With these words the source of this startling information assumed such a downcast air that the crowd thereabouts had compassion upon him. Just then, to add to the depressing influence, the first faint rain drops began to fall, threatening the end of the two days interlude of sunshine. That was very discouraging; the small boy's face assumed an expression of scorn commensurate with his disapproval of nature's doings. Older folks just cussed patriotically. And in the background was the legend "Welcome to the Brave."

But the depression did not last long. The weather changed its mind, and the sun shone instead. And just as it did so, it fell upon the Stars and Stripes and the Eagle over them, borne aloft by the colorbearer of one of the companies of the state militia, hurring forward to greet his companions in arms. The sight heartened the throng and a cheer went up which was echoed in the rhythmed tramp of feet. Then a girl edged her way into the station, bearing flowers around which were twined the national colors. Others with similie burdens followed. "They're comin', all right; don't you never be afraid they aint," said the bootblack with the olive oil complexion. Then he began to whistle "I'd Like to be a Military Man."

With all these sights and sounds about them, expectation pulled the crowd up into the air until its toes just touched the ground. Everybody wished everybody else wasn't so tall, so that if there was anything to be seen it could be seen without straining the muscles of the neck. As there was no apparent way of gratifying the wish, the only alternative was decided upon; every man, woman and child tried to get inside the station at the same time. The main entrance is not very wide, either.

Pretty soon the reception committee drove up to the station. There were three carriages, and every one of them was loaded down to the springs with official dignity. He in the party who attracted the most attention was Captain Frank H. Schoeffel, that officer of the 9th whose heroism, valor and devotion to duty while commanding in the Philippines was attested to by the cruising [illegible]

[illegible] Regiment of Infantry, United States army. Colonel [illegible] Regiment, also went to war in behalf of his country. Major General Otis likewise attracted attention, there being none in the crowd so ignorant of American history as not to know that the gentleman in the tall hat was formerly in supreme command of all the forces in the Philippines. Then there was Mayor Rodenbeck, most appropriately smiling; the city's official head, he thereby expressed its pleasure in being allowed to honor the fighting men who had honored the nation. All the other members of the reception committee came in for a generous share of approval at the hands of the crowd; if there was any private criticism it was obliterated by the thought that each occupant of the carriages was doing all he could to add to the success of the spectacle.

Inside the station the throng became thicker, blacker, more compact. Travelers with tickets in one hand and grip in another forgot about their train and helped to swell the number. Room was made for the reception committee to pass through, trying to reach the train shed. Out there were many soldiers, variously uniformed—in blue, in dull brown, in khaki and in gray. Some had bands and stars. Others were without distinctions except such as came from an erect carriage, free poise and nervous tread. These less observed characteristics served how it came to pass that the United States became a world power inside of a few months.

It was a little after 5 o'clock. All faces were turned toward the west. In the few minutes which must still elapse before the arrival, the people watched with admiration the loose, swinging column of Naval Reserves that was now filing through the shed. Following them came the militia companies, advancing with solid, quick tread. Suddenly, the whole line halted, faced about and presented arms. Everybody knew then that it was about time for the famous regiment to put in its appearance. People went through all sorts of motions to get a better view; they showed how many different movements the muscles are capable of performing. And everybody was good-natured; the mixed instinct of patriotism and curiosity had smothered bad temper for once.

The long-expected train came at last. All faces turned toward it and when it stopped and forth from it swarmed men in khaki, mud-colored uniforms, there went ringing through the long, dark building a cheer. More than a cheer, perhaps, it was a yell—an exulting yell. It showed what Rochester thought of the 9th Regiment of Infantry, United States army.

All along the line of march humanity overflowed the sidewalks. When there was no room to be found in the gutter, the trees formed a colgn of vantage, especially for the athletic rising generation. Bombs and firecrackers punctuated the cheering. As the little company of warriors followed its shredded battle flag, in its ears sounded continuously a sticcatic noise, strong even and continuous—thousands of citizens clapping their hands. For several miles this sound was heard. This single sound alone told the veterans that the people of Rochester knew the history of the 9th Regiment.

INCIDENTS O FTHE PARADE.

Soldiers Received Enthusiastic Greeting Along Line of March.

They looked every inch the hardy fighting men they have proven themselves as they marched through the streets with their rifles on their shoulders and their blankets slung about their necks. All wore the khaki uniform and all showed signs of the hard times they have been through. It was the "Fighting Ninth" and they were ready to fight just as they were.

As the train drew into the station the soldiers were standing on the platforms and every window had a number of eager faces looking out on to the street, where the crowds were lined along the opposite side from the railroad, cheering and frantically waving hats, handkerchiefs, shawls and, in fact, everything that came handy. Central Avenue was then almost impassable.

It was a little after 4 o'clock when the 2d Naval Reserves and the 1st and 8th Separate Companies left the armory for the station. They were headed by the 54th Regiment Band. The Naval Reserves had the right of line, the 1st company followed and the 8th brought up the rear, quite a large crowd had collected about the armory, and it moved toward the station with the militia.

While there was a large jam along the line of march of the militia companies, even on the way to the station, it was not to be compared with the great crush when the "Fighting Ninth" made its short parade. The militia companies turned out in large numbers to honor their brethren of the regular army, and they made quite a show in themselves in the parade that followed.

The police department did its share toward the general success of the reception; in the line of march the drill squad showed to good advantage even in such fast company. The policemen assembled at police headquarters at 3.30 o'clock. The drill squad, which is more properly a company, was under command of Captain John E. McDermott. The men wore their full dress uniforms and white gloves and carried their new roosewood clubs.

Shortly before 4 o'clock the drill squad left the Central station and marched down Exchange Street to Central Avenue and from thence to the railroad station. They were formed in company front facing the building and the militia companies formed to the right of them when they arrived on the scene. Four mounted officers, leading horses for the use of [illegible]

[illegible] Another incident showing the grit of the men and their ability to stand up under hardship and privation, happened at the corner of Main Street East and Clinton Avenue North. It was about 6.30 o'clock, and as the Ninth was passing the corner one of the men was seen to drop out, and with a comrade, made toward the curb. He had not gone but a few steps before he suddenly lurched forward, and would have fell prone to the pavement had it not been that his comrade caught him.

He was unconscious for a time and it was thought that he was seriously ill. The ambulance from the Homeopathic Hospital was called but before it arrived he had recovered and was calling himself names for doing "such a damfool thing on the street." His comrade said that his name was Private Penrod, and that he had been suffering from the fever for a time which had weakened him, and that lately he had had an attack of the mumps and was not fully recovered.

The ambulance doctor wanted them to go to the hospital and get fixed up a bit, but he laughed and said that he was all right and that he would be "fit as a fiddle" before the regiment boarded the train again. The ambulance doctor said that the man was simply exhausted to such a degree that nature could stand no more and he had fainted.

After the men had eaten all the good things at the Armory, they were taken in tow by one of the Naval Reserves companies and the two military companies and they were shown the town. The money of the 9t hRegiment was no good in Rochester last night; that they had a good time is best expressed by the men themselves, when they left, for they gave three cheers for Rochster and its people.

The service that the 9th Regiment has seen was noticeable to everyone that saw them on the streets yesterday. Almost without exception they were tanned to a leathery brown, and there was not an ounce of superfluous flesh on them. Many of them were actually thing to emaciation, and all of them looked tired and jaded, probably due to the long ride on the cars from the Pacific Coast.

BANQUET TO OFFICERS.

Elaborate Spread at Genesee Valley Club—Stirring Speeches.

An elaborate banquet was given to the officers of the regiment, General Otis and the members of the reception committee at the Genesee Vally Club on East Avenue last evening. The following officers of the regiment were present: Colonel C. G. Robe, Lieutenant Colonel James Regan, Captain C. R. Noyes, adjutant; Captain Hugh D. Wise, quartermaster; Captain M. L. Hersey, Captain J. Sigworth, Captain E. V. Bookmiller, Captain F. H. Schoeffel, Captain R. J. Burt, Chaplain E. P. Nielson and Lieutenants J. P. Drouillard, J. B. Schoeffel, E. R. Gibson, George Wallace, George Harris, Hunter Harris, E. T. Smith and H. L. Evans and Lieutenants Mills and Meacham.

General Otis and Colonel Robe spoke briefly and then Lieutenant Colonel Regan was called upon. He said:

"This, I assure you, is an agreeable surprise, to be called upon to say a few words about our regiment, which is very dear to me, and not alone to me, but to every officer of the regiment. Indeed, the esprit de corps is so deep rooted it is difficult to keep its officers out of the regiment, because when promotions take them to other regiments they immediately apply or arrange to get back. In consequence, the officers who were captains and lieutenants at the beginning of the war are still in the regiment as field officers and captains. It was quite miserable the short time I was out of the 9th, although I had been promoted into a very excellent regiment; but you who have lived in one community all your lives will readily appreciate the feeling for company and regiment—what we call esprit de corps.

"I would give a good deal to-day to be gifted in oratory, that I might relate briefly in words appropriate to this delightful occasion the deeds of war and patriotism of our regiment in our last three wars—Cuba, the Philippines and China. You know them. They have been heralded worldwide. In the beginning of April, 1898, the war murmurs were weak, but gaining in strength each day. Our young officers would get together of an evening and sing patriotic songs. Poor Lewis, my second lieutenant, just from school, was a ray of sunshine in these affairs, a splendid officer. He was killed by my side as we were leading the company across San Juan River, near the Bloody Bend, at the end of the trail of which you heard so much during the war. Telegrams came hot and fast, and on the 19th the regiment, among the very first, was ordered to the front. And what a grand reception was ours all along the route of march! In the North the hearty cheers of the men and the smiles of fair women and in the South the same, but also the yell or civil war days.

"The regimedt was in the forefront of the charge up an Juan, and it held the key position of the entire line on that hill during the 17 days of siege. In those stirring affairs, which gave freedom to the Cubans oppressed for centuries, the regiment lost directly and indirectly, killed, wounded or by sickness, over two hundred men.

"You saw our soldiers in those days sallow and sunken-eyed, who had been stalwart and athletic men at the beginning of the war. To the foreigners at Tampa they looked like giants. We have not forgotten the numerous kindnesses shown us by those splendid women who catered to our almost famished soldiers. Such names as those of Clara Barton, Miss Jennings, Miss Gould, and those [illegible]

[illegible] sands of unnamed women should be held in respectful memory by every soldier to the end of time. They are so held by our regiment. We have not forgotten the kind treatment of our men by the ladies of Utica during our short stay there.

"I want to say a word here of the soldierly qualities displayed in those days by the men who wore the uniform of the United States. Our men, after leaving the trenches where they had been soaked by rains by day and the heavy dew that formed at night, and dried and blistered by the hot Cuban suns, on half rations, I might say, were marched into Santiago de Cuba to take part in the ceremony of surrender, the hauling down of the Spanish flag and the hoisting of Old Glory over the Governor's palace. Our regiment was subjected to the hardest kind of guard duty in that city. The strain was too much. Almost every man in the regiment became sick with that terrible Cuban fever, but none would give up. They would totter to their places in the guard, swaying to and fro, hardly able to stand, in an effort to do their part, and never with a word of complaint.

"The soldiers in the Philippines are of the same stuff and they need no defense. Their deeds are on record. There has never been better soldiership in the world. Oh, citizens, if you could behold our troops in the trenches and the rice paddies, buried above their waists in mud and water, you would have a more vivid appreciation of all of it than I can give. We know we stand all right with the people. Our traducers will some day be ashamed of themselves. The army and navy belong to no party; they are of the nation.

"Your action of to-day, we feel, is an appreciation of our service as a regiment and inspired by the best kind of patriotism. You cannot imagine what a balm it is to the soldier, especially to the regular, who, being national in character, is a friend of all the people, to meet such a grand reception as this. We have been styled the Fighting Ninth, so, leaving for the scene of war on the 7th of March, the fighting Irishman's day was apropos.

"It was my grand privilege to command the regiment upon its departure from this country. When we disembarked at Manila we marched along the famous Lunita, with band playing and colors flying. Hardly had we pitched our tents when the regiment was ordered forward and divided, the three battalions being sent in different directions into the trenches. It was constantly on the fighting line, and the work it has done in the Philippines, in the numerous battles around Cavite, on the south; San Fernando, Santa Rita, Augules, on the north to Tarlac, gained for it the approbation of Generals MacArthur, Wheaton, Wheeler and last, but not least, General Lawton, the Whirlwind of the North. In its trying services in the Philippines first and last the regiment lost many officers and nearly two hundred men by wounds and sickness, fully a hundred of them killed in action. It was there we lost Rockefeller, Koehler, Connell and Bumpas by treachery.

"How the regiment was ordered to China and now it acquitted itself there are matters of history. After we had crossed the outer wall of Tien Tsin near the British batteries the real fight began, although we had been under fire before scaling it. Captain Noyes and several of our men having been wounded. It is unnecessary for me to say that the battle was the decisive one of the series of movements in which our regiment participated and which made possible the relief of the legationers besieged in Pekin. There were no mistakes made by our regiment at Tien Tsin. The first account that reached you had us exterminated. No, we were right in it and up against the inner wall, and by our fire and tenacity contributed largely to the success of the day, saving the other allied forces, the British and the Jap on our left, from the serious flank fire.

"That we were no laggards on that eventful day is shown by the fact that we lost about 30 per cent. of the two battalions engaged. Our losses in China exceeded one hundred and fifty men. It was here we lost our brave Colonel Liscum, after his surviving the wounds received in the civil war and at San Juan. Many of our officers were wounded twice. Captains Noyes and Bookmiller and Lieutenant Lawton and myself. Lieutenant Lang, wounded in two engagements, had a shell burst over his head and it wounded him in five places. He was paralyzed for a long time. Under the guidance of our senior major, now General Lee, we retired from the field at 11 o'clock at night, and then only because we were ordered to do so. The heroism of our officers and men is something we are proud of. I must mention among our heroes Captains Brewster, Frazier and Frank Schoeffel, and one man I must not forget, Trumpeter Hoyt, who bound up the wounds of his officers under a severe fire. I hope he has received his medal of honor.

"Again I thank you for the courtesy of calling on me before you to-day. God bless the gallant, Fighting Ninth, the title it has so richly won. You may depand upon it that the officers and men tried on so many fields, whom you are honoring to-day, will again, when opportunity offers, suffer and die, if need be, in their duty to country."

This wound up the speechmaking at the banquet. Then followed the smoker. While this was in progress Chaplain Ernest P. Newson was called upon and made a brief speech, which elicted the most applause of the evening. He said in part:

"I don't know that ever in my life I have been so pleased by hospitality and good cheer such as you have given the members of the 9th Regiment. I do not feel that I have a right to say very much, as I have only been with the regiment for a short time. It was not my privilege to be with it in the stirring campaign in China. It was my pleasure as soon as I had received my commission to hurry across the Pacific and join the regiment in the Philippine Islands as soon as I could. While there I did what little I could. I was there permitted to see something of the hardships our soldiers had to endure.

"I was able to appreciate this very deeply. I have seen the soles of their shoes eaten off by the lime in the water. I have seen them come in with their feet skinned and their arms poisoned by poisonous weeds. You must remember that they had to pass through a country where there were no trails and where traps that were poisoned were set in their course. They have had to deal with a most brutal enemy, who knew of no such thing as mercy; and if, in the face of such brutal warfare as was waged by these people, they sometimes retaliated, it was nothing more than human nature; and we are all human.

"There has never in history been a humane war. I hope the cup of war will never again be pressed to the lips of this country. War is the last resort, and must be resorted to only when everything else fails; but it seems to me that if there must be war, that war is the most humane which is most vigorously prosecuted. I say this as a chaplain and because I believe it.

"I think that for a long time I was the only chaplain in the island of Samar. I say that in that island the war was prosecuted as humanely and as conscientiously as it could possibly be. That war was brought to an end, and before we left Manila they wanted peace, and wanted it badly; and if the fires of insurrection shall break out again I believe Samar will be the last place to follow suit. They brought the war to a close, and it was done in a way to show the insurgents that they were not dealing with a cowardly foe, but with a foe with a strong arm and one not afraid to use it.

"I believe it was humane in this way to bring that war to a close. I am not expressing these views to obtain popularity among the army officers. They are views which I should express from any platform at any time. I love the 9th Regiment. I love every officer and man in it. God bless the 9th Regiment and the people of Rochester."

At the conclusion of the chaplain's speech everyone joined in singing "Onward, Christian Soldiers."

The officers remained at the club until the colonel gave the order to start for the armory, from which place the regiment marched to the station to board the train for Syracuse.

SKETCH OF 9TH REGIMENT.

Short History of Career of the Famous Fighting Regiment.

Yesterday's reception showed one thing conclusively—when the people of Rochester set themselves to work to do honor to anybody or to anything, they do it in a way that leaves no room for doubt whether or not, after all, they meant it. It also brings to mind the fact that the city entered into the spirit of the occasion most heartily; for there are ties which bind the 9th Regiment to Rochester.

When it bacem known that the regiment—what is left of it—was to pass through this city within a week, Congressman Perkins, realizing the fitness of the whole thing, applied to Secretary of War Root for permission to let the veterans stop over here for a short time in order to let the people of this city show them due honors. Congressman Perkins' request was readily complied with, whereupon he telegraphed The Herald on June 23, announcing the fact.

Arrangements were at once under way suitably to receive the regiment on its arrival in this city. Mayor Rodenbeck appointed a reception committee, made up of several distinguished citizens. These were to confer with him relative to the details of the reception.

The result of the committee's meetings was that details of the reception were outlined and afterward speedily adopted. There was not any time to lose and by last Monday night everything was practically in readiness for the arrival of the regiment. The only uncertainty which still remained was as to the exact time of its arrival. This matter, however, was put at rest when on Monday night a telegram was received from Colonel Robe, in which he stated that the veterans would arrive Wednesday afternoon.

The 9th Regiment of Infantry has a history. It is one filled to overflowing with stories of the siege and the assault, fights on the plains of the Far West as well as in the jungles of the Far East, conflicts with forces of nature as widely divergent—snow-covered Dakota and sun-blistered Santiago and Luzon, battles with Mongolian and Indian. And, taken all together, in these stories may be found the ideal of the American soldier.

The regiment was organized two years before the outbreak of the civil war, its birthplace being Californis. But out there, in the years of its childhood, it had little to do.

It took no part in the great struggle, never once leaving the state during the four years from Fort Sumpter to Appomattox.

But in the opening up of the great West to civilization it played a conspicuous part. It was with the Indians that it first received the actual experience of warfare. From 1876 up to 1885 it was constantly engaged in frontier struggles with the redskins. Then, when the Indians no longer needed such close attention, for five years it was stationed in Arizona. At the expiration of that period the regiment came East and was quartered in this state. Here, until the breaking out of the Spanish war, it passed its days "in peace and quiet," the only exception being during the Chicago riots of 1894, when it did police duty in that city.

But with the sinking of the Maine came the Ninth's opportunity to show the stuff it was made of. And from then on—until the Stars and Stripes had circled the globe—it was never in need of a chance to display in degree of courage and dash successful by any other regiment. Time after time in Cuba, in [illegible] Pekin, in China it

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...had led the "forlorn hope," only to come back with thinner ranks with every engagement.

At San Juan Hill, together with the 13th and the 25th Infantry, it was in the left line in the assault on the block house. After the capture of the line, it entrenched and remained in position until the capture of the city. It was afterwards ordered to take part in the surrender of Santiago, it being the only regiment thus honored.

In the fall of 1898 the regiment returned to the United States, and the following winter was spent at Madison Barracks getting the men in shape for future campaigns. Many died of fever contracted in Cuba, but despite this the ranks were kept filled with fresh recruits.

In the following March the regiment went to the Philippines. Arriving in the islands, the three battalions were placed in different parts, the object being to clear the country of rebels. How effectually it did this is demonstrated by the long list of battles fought under most discouraging circumstances. The history of the regiment during the year and a half which it remained in the islands was but a succession of victories, every one of which, however, were purchased with a loss of life more or less great.

In June, 1900, the regiment left for China, then in a very disturbed condition. American troops were needed there and the fame of the Ninth secured for it the coveted station. But no sooner had the men reached China than the story was repeated; on July 11 the battle of Tien Tsin was fought, in which the regiment lost in killed and wounded 99 officers and men out of a total enrollment of 428. It was in this battle that Colonel Liscum was killed. The commander had just rushed to the front to pick up the colors which fell when their bearer was shot down. No sooner had Colonel Liscum grabbed them up again when he, too, fell, never to rise again.

On August 4 began the advance on Pekin. On the way to the imperial city was fought the battle of Yang Tsun. At last, after terrible hardships, the Ninth reached the capital, where under General Chaffee it participated in all the engagements about the city. At the conclusion of hostilities the regiment returned to Manila, from which city it has just returned after an absence of three years and three months.

MUSIC AT THE PARKS.

Aug. 7, 1902

Thousands Listened to Carmalone's and the Fifty-fourth Regiment Bands.

Thousands of people visited the parks yesterday in quest of a cool resting place. The largest crowds were at Genesee Valley and Seneca Parks, where band concerts were added to the other attractions. It was the first warm Sunday of the year, and the parks were especially cool and inviting.

It is estimated that at least 5,000 people visited Seneca Park east and as many more Genesee Valley Park. In the latter place Carramone's band played, and in the former the Fifty-fourth Regiment Band. A programme of twelve pieces were played by each and nearly every number was encored. The programmes contained the usual heavy numbers interspersed with medleys and other lighter pieces. Such overtures as "Pique Dame" and "Stradella" and selections from "The Explorers" and "Robin Hood" were heard with pleasure.

A feature of the Fifty-fourth's concert was the playing of "Star Spangled Banner" as a finale, with musicians and most of the audience standing.

AS TO "PICK-UP" BANDS.

Fault-Finder Answered by Explanation of the Situation.

Rochester Aug 8 1902

The following communication was received at this office:

Editor Post Express:

Will you kindly inform me why the music at the park last Sunday was furnished by one Rochester band and one 'pick-up' band of musicians taken from the theaters and from out of town? Why is that the work was not given to regularly organized bands of the city. There are in the city five or six bands composed of musicians who are in weekly rehearsal. One of these is given a contract to play during the park season and then an unorganized band is also employed—making it necessary to send to Newark for half a dozen members in order to give a concert. This seems hardly fair either to the Rochester taxpayers who pay for the parks or to the people who subscribed the money to furnish the music.

Musician.

The following statement was made by an official conversant with the situation:

"Those questions are asked by a kicker who does not understand what he is talking about. The only disengaged band of any size in the city this summer is the Fifty-fourth Regiment band. Dosenbach's is employed every afternoon and evening at Ontario Beach. Hebing's band is similarly engaged at Sea Breeze. Two theaters are in full swing. They take away over fifty musicians, say, in round numbers. Well, what are we going to do about it? Carlamone's band is composed of musicians from several organizations, but the music he gets out of them is pretty good, it seems to me. I have heard no complaint from anybody else. We are doing the best we can with the 'pick-up' players we can find. It seems to me that instead of finding fault a man who signs himself 'Musician,' should be in a position to understand the situation. It may be, of course, that he has not been asked to play."

IN THE FLOODED DISTRICTS

Enormous Loss of Property Including Buildings, Live Stock and Growing Crops in Many of the Towns of Western New York.

DEVASTATION IN THE GENESEE VALLEY

Splendid Crops of Hay, Beans, Corn and Peas Buried Under Water--All Communication With Nearby Towns by Highway Cut Off--Canning Factory Suffers Great Loss, and One Hundred and Fifty Employes Thrown Out of Work--Valuable Cattle Owned by Congressman Wadsworth Drowned.

BY SPECIAL DISPATCH TO THE HERALD.

Geneseo, July 7.—At 9 o'clock to-night the water in the Genesee River was receding slowly. It was still within three feet of high water mark. Looking west from this village across the fertile Genesee valley, one sees a sight which has never been seen before at this time of year. The entire valley, two miles in width and as far north and south as the eye can reach, is covered with muddy water to a depth of three or four feet, covering splendid crops of hay, corn, beans and peas, besides lots of splendid pasture. This is the direct result of the heavy rains of the past two days here and the cloudbursts in the extreme south of the county and near the head waters of the Genesee River.

All communication with Piffard, Retsof, York, Cuylerville, Fowlerville and other towns in the valley by highway is cut off and will be for several days; indeed, it is with difficulty that travelers can get to Mt. Morris by road, part of the way the highway being under water up to the wagon boxes.

The water did no damage in this village, but early Sunday morning the steeple of St. Michael's Episcopal Church was struck and badly damaged. The cross on the top was thrown to the ground and, curiously enough, stuck in the ground in an upright position. The large cap stone and several other large stones and bricks of the steeple were knocked off and did some damage to the slate room and the flagwalk.

Losses to the Farmers—

The damage to the farmers of the valley in this immediate vicinity will be great. No accurate estimates have as yet been made, but it is known to reach far up in the thousands. T. L. Hall of the Geneseo canning factory will be one of the heaviest losers. This morning he discharged 150 hands and closed the factory for the season. The plant had recently undergone extensive repairs and a long season was anticipated. Most of the early peas had been canned, and he had 200 acres of late peas which he expected to can in a week or two. These are under three feet of water and will be a total loss; 150 acres of sweet corn planted for canning is also a complete loss. The loss to the canning factory has been roughly estimated at upward of $16,000.

Some of the Sufferers—

Most of the land on the flats is owned by the heirs of the Wadsworth estate and is sublet to tenants, while many fields are rented to individuals residing in this village, simply for the purpose of raising crops thereon. Among those residing in this village who have sustained losses are: Freeman Lang, 30 acres of standing hay; Samuel Finley, 25 acres hay; and 20 acres corn; F. Hagan, 60 acres corn, 15 acres peas, 18 acres oats; W. Willard, 20 acres peas, 30 acres sweet corn; Ed Rice, 20 acres hay; John McCaughey, 12 acres oats, 8 acres hay; James Haley, 15 acres hay; T. L. Hall, 125 acres sweet corn, 200 acres late peas; Mrs. Chandler, 80 acres hay; Congressman J. W. Wadsworth, 100 acres hay; James S. Wadsworth, $2,500 in corn, hay and beans, and a $500 fence.

Live Stock Drowned—

No severe losses of stock are reported. About 200 head were rescued from the Home farm and the North farm late yesterday afternoon, the men driving them through water where they had to swim part of the way. Congressman Wadsworth lost seven head out of a drove of 54 on his farm at Garbeau, and the others were left standing in water up to their shoulders. At 5.20 o'clock yesterday morning the water in the Genesee at this place was at full bank and then rose 45 inches in two hours and a half. When the water reached its maximum height last night it was higher than it had been in years, and was but five inches below the high water mark of 1865, being four inches higher than the great flood experienced here in the early spring of this year.

The water is going down slowly now, and unless more heavy rains come, the flats will be cleared in two or three days.

RAILWAY TRAFFIC STOPPED.

The Washout at Sonyea and Many Bridges Swept Away.

By Special Dispatch to The Herald.

Mt. Morris, July 7.—The water in the Genesee River here has gone down six feet since midnight but the water that submerges the land south and east of this village does not recede very rapidly, the entire road being still covered with water and all of the land almost to Dansville.

After the water in the river went down it was found that it had washed away about two acres of Byron Sweet's farm and his large grain barn had fallen over into the river.

The D. & M. railroad will not run before the last of the week, as the employes have not been able to reach the washout at Sonyea, which covers over 100 feet, as yet.

The Pennsylvania railroad will not run before next week on account of the many bridges washed away.

The loss in the vicinity, it is thought, will reach $500,000, if not more.

FLATS UNDER WATER.

Flour Mills Closed and Many Acres of Hay Under Water.

By Special Dispatch to The Herald.

Avon, July 7.—The Genesee River has overflowed its banks, as a result of the excessive rains of Saturday, and the waters now cover the flats for miles in extent. About midnight Sunday the water began rushing over the banks and kept steadily rising most of the day, covering the fertile fields with four feet of water. The damage to farmers along the river will amount to thousands of dollars, crops about ready to harvest being totally destroyed.

Matthew Kinney had between fifty and sixty acres of hay destroyed, and Mr. Downing had four or five acres of hay, which was stacked in the fields ready to be drawn to the barns. There is also a quantity of wheat and sugar beets which will be a total loss.

The railway at Ashantee flour mills was washed away, shutting down the mill. A number of houses in the town was struck by lightning, but very little damage was done.

WATERS SUBSIDING.

But Rain Is Again Falling and the Worst Is Feared.

By Special Dispatch to The Herald.

Dansville, July 7.—The village of Dansville did not suffer very much from the storm of Saturday and Sunday. A few trees were destroyed and slight shocks were felt by several people.

On the flats below the village the damage was great. A large trestle on the Dansville & Mt. Morris railroad was washed away, delaying traffic for several days. Crops were destroyed and many farmers made penniless.

Bridges in Toag's Hole, and along the Canaseraga Creek were carried away.

During the day the flood has subsided. The water was as high as ever before in the valley at this point.

At 11 o'clock it was raining again and the gravest fears of further damage are entertained.

MILL DAM GAVE WAY.

Four Feet of Water on the Main Street of the Village.

Attica, July 7.—Attica has been visited by the most disastrous flood of its entire history. There were several heavy showers of rain here Saturday and at 10 o'clock at night the water began to come in a regular deluge, one heavy thunder

...this bridge. The office was taken off and the barn undermined. Above the bridge up the stream the barn of Charles Marcy was carried away. The horse was found grazing on a small island uninjured. The race west of Naples village overflowed, running down Main Street and then down into cellars of residents of Mechanic Street.

Naples Flats were covered with water, doing much damage to the hay crop. The private bridge of G. R. Granly, located here, was taken away. Much damage is also done to the vineyards on the sidehills.

Taken as a whole it has been the most disastrous flood for years in this vicinity. The M. V. R. train did not come in last night, being stranded near Middlesex. From Bristol come reports of bridges gone and other damage done.

FIFTEEN HOURS RAIN.

Great Destruction in the Hamlet of Jeddo.

By Special Dispatch to The Herald.

Middleport, July 7.—A storm raged in this vicinity Saturday night and early Sunday morning, the like of which, has never been experienced before, in this and adjacent towns. For fifteen hours the rain fell in torrents converting road beds into rivers and meadows into lakes. The loss to farmers in this vicinity is something enormous. Those whose land border on creeks are especially injured both by their crops being ruined and their land bordering the stream, being swept away.

The little hamlet of Jeddo, about four miles from here suffered the most from the effects of the washout. The west branch of Oak Orchard Creek flows through this place and is then widened into two ponds by means of a pair of heavy timber dams. This creek swelled by the rain and the influx of many little brooks soon rose to such a height that the dams no longer able to withstand the mighty pressure, gave way and a vast flood rushed in torrents over the fertile farm lands below.

When the first dam broke the rush of the water struck a grist mill upon the right bank of the stream, and, raising it from its foundations sent it a broken mass of beams and planking, fully a mile down the stream. This mill was owned and operated by S. J. Evans. The water wheel in the wheel pit was torn from its fastenings and rolled like an immense cartwheel for a quarter of a mile, a heavy boiler in the same mill was swept away and grounded upon the shore of the creek about forty rods from the location of the mill.

Farther down stream the rushing water assailed a dry house. This tottered and fell. It was soon on the way to join the remnants of the grist mill. This dryer was also the property of Mr. Evans.

The breaking of the first dam was followed by the breaking of the second dam. Here a mass of debris was precipitated against the stone wall of an old mill, and changing its course deserted the ancient channel of the creek and formed a new one on the opposite side of the mill.

From all the rural districts come reports of the damage incurred by farmers. Some have lost stock; all have lost crops, sand and fences, many have lost their buildings.

Many Sheep Drowned—

Delbert Foster, a farmer of Jeddo, lost a flock of fifty-one sheep. A farmer named Waterbury loses four sheep and all his fences. Another named Fred Shepherd loses eight sheep and has an acre of land washed away.

Charles Payne, a farmer north of the ridge, had ten acres of plum orchard so badly washed out that the damage cannot be remedied. On the same farm two acres of the choicest variety of blackcaps were entirely destroyed. William Foster lost two horses, both being struck by lightning.

Johnson's Creek west of here overflowed its banks and found the farm lands on all side. No highway was passable yesterday within a radius of forty miles from here.

Every bridge was swept away and in places near, the crops, the water would reach to a man's waist.

In Middleport the streets in the north and south parts of the village resembled rivers. Scarcely a cellar had less than four feet of water inclosed within its walls. On South Main Street the damage was greatest. A small creek crosses the road here, this overflowing, washed out gardens, carried away small buildings, Reuben Howell lost twenty cords of hard maple stove wood. A steel bridge on Francis Street was completely wrecked.

A Brave Rescue—

Olive Cornell, a teamster employed by T. W. Jackson, had a narrow escape from drowning at 1 o'clock Sunday morning when the water began to rise. Cornell sought to rescue the horses of his employer, which were stabled in a barn on the bank of the creek. When he reached the barn the structure was tottering upon its foundation, and the basement was nearly full of water. Breaking in the door, and with water nearly to his neck the nervy teamster made his way to the places where the team was kept. He untied one horse and struggled with it to the door and led it to dry ground, then returned for the other.

The second horse proved rather untractable and refused to be led. Determined to save the beast if he could, Cornell would not leave the barn, but continued to struggle with the excited animal. In the fight to save the horse the man was several times beneath the water, which during the struggle continued to rise. Finally human brain prevailed against brute strength and the horse was led to a place of safety, but

MOST DISASTROUS IN YEARS.

Bridges Swept Away and Crops Greatly Damaged.

Naples, July 7.—About 3 o'clock this morning the large bridge over the Grimes Creek, Main Street, Naples, was carried away by water. The barns and office of Caldwell A. Griswold are just east of

...pick until noon, but was saved and barely escaped being swept away by the water which poured through the basement of the barn like a mill race through a wheel pit.

In trying to raise a gate upon the dam of the Jeddo mill pond, William Eaton fell into the flood and was swept through the flume. However, he was rescued by Joseph Collins and aside from a few bruises he suffered but little.

The residents in the north and south parts of the village, and those from the rural districts hereabout, who stayed in the business section of this place during the storm were unable to regain their homes. Consequently a small army of wet and blue looking citizens assailed the two hotels here for lodgings. Every room was full and many could not get in. But with all the blueness a crowd of High School boys who couldn't get home, dispelled the gloom, by parading the dryer section of the town and singing "Ain't That a Shame."

Three Dams Gone—

Three dams here were swept away, the dam of the grist mill owned by John F. Little, the dam of the Hartland Paper Company, and the dike of the pond which furnishes power for the Middleport Electric Light Company. When this latter dam gave way our village was left in darkness, which was relieved but by the frequent and vivid glare of lightning. Many buildings were struck in the farming districts, but no damage was done here. A blacksmith at Johnson's Creek, a town near here lost his smithy through lightning. Eugene Shaw, a farmer north of Middleport, was in such close proximity with a thunder bolt that his left arm received a shock which will disable it for some time. Martin Tracey, a hostler at Compton & Lewis' livery stable was knocked off his feet by a bolt which struck near the building.

BRIDGES DESTROYED.

Iron, Stone and Wood All Gave Way to the Flood.

By Special Dispatch to The Herald.

Canandaigua, July 7.—Later reports from the storm stricken district of western and southern Ontario County confirm the condition of affairs as outlined in previous dispatches. One of the greatest losses, counting not only financial, but inconvenience, has been the widespread destruction of bridges. Besides the sweeping away of dozens of bridges of the culvert construction, two immense bridges are reported to have been destroyed—one a large iron and stone construction near the town line between Canandaigua and South Bristol and the other a large wooden bridge over the outlet of Honeoye Lake. The iron bridge is said to have cost $10,000 and taken two years to construct. It covered a deep ravine.

Along Canandaigua Lake to-day the various storm sufferers are endeavoring to put their cottages and houses in habitable condition, while the highway commissioner is having a very busy time in repairing the avenues of travel. Rumors were heard to-day that several of the lakeside sufferers contemplated bringing actions against the town of South Bristol, in which most of the dangerous culverts that held the waters back, are situated.

There is no great evil without some small good and cottagers and farmers of the lake shore have gathered in enough drift wood to supply them for a year. The lake still retains its flood height, but will begin to lower to-morrow. The surface is still covered with driftwood, trees and vines. So great has been the change of the shore's topography in some places that it is believed it will remain permanently.

The later survey of the lakeside vineyards and berry farms show a most discouraging condition. Not only are the vines and bushes washed into the lake, but the ground upon which they stood has in many instances disappeared. It will be a severe blow to many.

ROADS WASHED AWAY.

Ten Inches of Mud Left on the Floors of Dwellings.

North Cohocton, July 7.—One of the worst storms of the season was witnessed by the citizens of this community late Saturday afternoon, when for a time it seemed as though a cloud burst had taken place. The rain had been steadily pouring throughout the day but it was only about 6.30 o'clock that the worst was realized. It came down in torrents, washing out many places and taking everything in the ravines. The hills around us seem to suffer most. At Leet Wetmore's residence the stream was so terrible that it ran through the house, and when the storm had ceased for a time it was discovered that mud and sand to the depth of nearly ten inches was left on the ground floors of the home, where the water could gain access; at least three of the rooms were covered to this depth. The roads are also guttered and great damage has been done to spring crops, where in some instances, the potato hills have been carried several rods down the incline.

The storm was wide-reaching. A barn near Canandaigua Lake was washed down from the wall and carried nearly into the lake. Several farmers who had crops of onions and cabbages on the low lands are almost ruined. The streams are all swollen to overflowing.

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BLACK CREEK A TORRENT.

Dam at Godfrey's Pond in Byron Gave Way.

By Special Dispatch to The Herald.

Churchville, July 7.—One of the worst storms which has been experienced by the people of this village and vicinity in many years took place Saturday night and Sunday morning, and the damage will be counted by the thousands. Rain began falling at midnight Friday and not until yesterday afternoon did it cease altogether. For many hours the heavens were ablaze with lightning and it did considerable damage.

To-day Black Creek is a raging torrent, and its banks have overflowed to enormous proportions. The creek is still rising at a rapid rate and serious results are looked for.

The cause for the rapid rising of the creek to-day is that the dam at Godfrey's pond at Byron has broken and the water is rushing down in torrents. It is feared that the pressure will break the dam at Churchville, and if such is the case, the damage will be unestimatable.

The bridge on the West Shore railroad will probably go. Hundreds of acres of land and crops along the creek are under water. George Savage and George Emery have fields of beans that are in about three feet of water in many places. Small buildings and many fences are being continually swept away by the force of the current.

RESERVOIRS BURST.

A Wall of Water Flooded the Village of Warsaw.

By Special Dispatch to The Herald.

Warsaw, July 8.—The terrific storm of Saturday night and Sunday morning in the Warsaw Valley, as elsewhere in this vicinity, proves to have been more disastrous in its character than it was first supposed. Persons were awakened from their sleep with the water pouring into their rooms, and upon arising found themselves in the midst of a roaring, irresistible torrent of water. The cause of it proved to be the giving away upon the hill in the southeast part of the town of the immense reservoir of the Bradley Salt Company, it being fifteen acres in extent, with a depth of water of ten feet, and situate 250 feet above the village. This, in connection with another of the company's reservoirs, some three acres in extent, which, under the pressure of the great rainfall, it being a veritable cloudburst, caused both to overflow, tearing down their banks and emptying their contents upon an unsuspecting village, at a time when it was buried in sleep.

Those who saw the flood as it reached the village, said it resembled a wall of water over six feet in height, coming with a roar that was like distant thunder, and carrying everything before it. Buildings, bridges, stone, iron and wood, went down like tumbling blocks, and nothing seemed to withstand the force it carried with it.

Warsaw, to-day, instead of being a beautiful village, is piled up with all kinds of debris, trees, logs and other rubbish, which a large gang of workmen is busy carting off. Over $100,000 worth of property has been destroyed within the town, and many claim that this estimate is altogether too low.

Be that as it may, one thing is certain, the village of Warsaw never in its history saw such devastation within its borders by freshet and flood.

BOY DROWNED.

Clarence Davis Was Playing Over the Water at Bailey's Mills.

By Special Dispatch to The Herald.

Le Roy, July 7.—The high waters in this section were indirectly the cause of a sad drowning accident in Le Roy this afternoon about 3 o'clock. The victim was Clarence Davis, the 8-year-old son of Mr. and Mrs. J. B. Davis, who reside near the D., L. & W. and B., R. & P. Junction, about three and one-half miles south of this village. The boy's father is station agent at that point.

The accident occurred at what is known as Bailey's Mills. Clarence and several other boys were attracted there by the large flood of water. A plank spanned the mill pond and the boys crossed back and forth. Clarence had walked to about the center when he lost his balance.

The water is exceedingly deep and swift at this point and the body was washed down stream and all trace of it lost. Up to 6 o'clock to-night it had not been located. Coroner Stone of this village was notified.

The waters of the Ostka have subsided greatly during the day. Last night they attained the highest mark in years and threatened to destroy the two dams, one at Haslem's mill and the other at Prentice's mill near Main Street. Men were stationed at both places all night fortifying them against the rushing torrent of water.

All along up the line the water reached the highest point. One farmer, who has lived in this section for 21 years, told a Herald reporter that the water has been the highest the past two days than he has ever seen it since his residence here.

The water flooded the boiler room of the electric plant which furnishes light for the village, leaving the town in total darkness from 10 o'clock. About 75 men were thrown out of employment at the general stone crushing plant, as the quarries were entirely flooded with water.

Three Horses Killed But the Barn Not Set on Fire.

By Special Dispatch to The Herald.

Ridgeway, July 7.—A fierce rain and thunder storm raged at this place from Saturday noon, almost continuously, until Sunday morning. Shortly after noon, during the progress of the storm, lightning struck the barn of William Canfield, passed down through the stable, killing two of the three horses which the stable contained, but not setting fire to the building.

Seven years ago the barn on this farm was struck and set on fire by lightning and was destroyed with the entire contents, including three horses.

RIVER IS RISING.

Big Floods Reported Up the Valley — Much Water in City.

Rochester is again in danger of experiencing one of its disastrous freshets which have caused so much trouble in the past. The recent heavy rains have flooded the Genesee Valley to such an extent that there has been great loss of property, and even loss of life. The river has steadily risen, and considerable alarm is felt. The river Sunday and yesterday was a raging torrent, large quantities of driftwood being brought down and lodging against the entrances to the many races along the river.

Rochester began to experience the rise of water early Sunday when quantities of driftwood on the river indicated the ravages of the flood. As the day wore on the rise in the river became more noticeable, and yesterday the increase in volume was steady.

At 9 o'clock Sunday morning representatives of the City Engineer's office took a reading at the Court Street dam, and when yesterday morning's reading was taken at the same hour a raise of 2.2 feet was recorded. This gives a height of 4.14 feet at the dam, or rather above it. On March 3, when the record was made, the height of water was 7.64 feet, or just three and a half feet higher than at 9 o'clock yesterday morning.

A further rise of but a few inches will put the water on a level with the Erie railroad tracks, while a raise of a foot above the 9 o'clock measurement means that the railroad tracks will be covered. Both the Erie and Lehigh Valley roads have men watching the river and gangs of men will be in readiness to go to work at any points that may be threatened.

Traffic on the Buffalo, Rochester & Pittsburgh railroad has been discontinued as well as on the western division of the Pennsylvania, the tracks being covered. Neither company was able to get out trains yesterday and the Portage excursion was postponed. The Erie tracks between Batavia and Attica were washed out but trains on this division are still running on schedule time. Some of the Central trains were also delayed.

Considerable anxiety was felt in regard to the feeder which broke during the March freshet, causing great damage. The breach made at that time was repaired and tested, but no test has been made recently, so the residents of that vicinity are alarmed. A serious overflow at this point would also create havoc at Hope Hospital, which lies on low ground. At present there are about fifty patients there, and should a flood occur the entire place would be washed out.

Commissioner McClintock was busy yesterday looking after the river and his men were alert, removing refuse as fast as it collected. They are prepared to cope with whatever might happen, and close watch is being kept.

All the towns along the river report great damage and at Filmore and Arcade deaths are reported, while from other points persons are reported missing. Of the damage to crops and roadways it is hard to make any estimate, but that the total loss along the Genesee will mount up to several hundred thousands of dollars there is not the slightest doubt, farmers uniting in the opinion that it is one of the most disastrous, if not the most disastrous, freshets ever experienced in the valley of the Genesee.

South Park yesterday received its share of the rise of the river. The foot path on the west side of the river was covered with several inches of water, and the road on the east side leading to the golf grounds was also inundated. A large part of the golf links were also under several inches of water, and were strewn with small bits of drift wood. Red Creek overflowed its banks causing considerable damage to that part of the park.

City Engineer Fisher was absent from the city yesterday, being busy at Angelica. He said on his return last night that great damage was done. Houses were swept away, bridges wrecked, and much damage done to crops of all kinds. A large number of horses and cows were lost, although there was no loss of life. The water and gas supply was entirely cut off. Mr. Fisher stated, that it had been one of the worst floods that section had ever experienced.

Considerable damage was also done at Belmont where the Erie Railroad crosses the river. There too the water and gas was cut off. Mr. Fisher says that the loss to farmers throughout the entire valley is great.

Mr. Fisher went promptly to the river upon arriving in the city, and made a rough measurement. He stated late last night that the water was several feet lower than last spring, and that there was no danger of a very great rise. He felt certain that the worst part of the flood is now over.

Two This Afternoon—Programmes to be Played To-Morrow Afternoon.

This afternoon the Fifty-fourth Regiment Band will play at Seneca Park east from 3 to 6 o'clock, and Minges's band will play at Genesee Valley Park. To-morrow the Fifty-Fourth Regiment Band will play at Genesee Valley Park, and Garramone's band will play at Seneca Park east.

The programme for the Sunday concert at Genesee Valley Park is as follows:

PART I.

"America."

March—"Monroe Commandery, No. 12" ..... Chambers
Dedicated to Eminent Sir E. Rogers.
Overture—"Zampa" ..... Herold
Selection—"The Rounders" ..... Englander
Euphonium solo—Rossini's "Stabat Mater"—Aria "Cujus Animam" ..... Rossini
Signor John Mellina.
Musical Jokes—"The Jolly Musicians" ..... Muscat
Medley—"Popular Georgia" ..... Boettger
Ten minutes' intermission.

PART II.

March—"Unser Heinrich" ..... Chambers
Overture—"Banditenstreiche" .....
..... Franz Von Suppe
Descriptive—"A Hunting Scene" ..... P. Bucalossi
Selection—"The Bohemian Girl" ..... Balfe
Waltz—"The Wedding of the Winds" .....
..... John T. Hall
Medley Overture—"Popular Von Tilzer's New Hits" ..... Maurice Smith
"Star Spangled Banner."

This is Garramone's programme for Sunday:

PART I.

March—"Our United Emblem" ..... N. Brown
Overture—"Nebuchadnezzar" ..... G. Verdi
Paraphrase—"Nearer, My God, to Thee" .....
..... Mason
Selection—"Maid Marian" ..... De Koven
Waltz Concert—"Anges d'Amour" ..... Waldteufel
Fantasia—"My Old Kentucky Home" .....
..... Otto Langey

PART II.

Overture—"Loop the Loop" ..... Smith
"Punchinello" ..... V. Herbert
"Sweet Old Songs" ..... C. W. Dalbey
Six Mexican Dances ..... C. Godina
"The Lobster's Promenade" (Humoresque) ..... P. Steele
Medley—"Bixie Away" ..... Smith

PUBLIC BAND CONCERT
BY
MINGES' MILITARY BAND
J. FRED MINGES, Director.
At GENESEE VALLEY PARK
SATURDAY AFTERNOON, JULY 12, '02
From 3:00 to 6:00 o'clock.

UNDER THE AUSPICES OF THE ROCHESTER CHAMBER OF COMMERCE, PARK COMMISSIONERS, AND ROCHESTER RAILWAY COMPANY.

PROGRAM

PART I.

1. MARCH—Peace Forever, - - - - - *Jos. Lacalle*
2. OVERTURE—L'Elegante, - - - - - *Pettee*
3. MAZURKA RUSSE—La Czarine, - - - - *L. Ganne*
4. SELECTION—Lucrezia Borgia, - - - *Donizetti*
5. BARITONE SOLO—Evening (Frank Gargono), *Chas. Gounod*
6. POLKA—Fireman's, - - - - - *W. S. Ripley*

PART II.

7. MARCH—A Pickanniny Christening (New), *Winthrop Wiley*
8. MEDLEY OVERTURE—Harvest Days, - *Harry Von Tilzer*
9. WALTZ—Calanthe, - - - - - *Abe Holzmann*
10. OVERTURE—Twilight Hour, - - - *E. Boettger*
11. SELECTION—Tannhauser, - - - - *Wagner*
12. THE CRISIS MARCH—(New), - - - *R. B. Hall*

When you are through with this Program do not throw it on the Park Grounds, But in the Receptacle for Waste.

PUBLIC BAND CONCERT
BY THE
54th REGIMENT BAND
F. A. ZEITLER, Director.
AT SENECA PARK, EAST,
SATURDAY AFTERNOON, JULY 12, 1902
From 3 to 6 o'clock.

Under the Auspices of the Rochester Chamber of Commerce, Park Commissioners, and Rochester Railway Co.

PROGRAM

PART I.

America.

1. MARCH—Revelation, - - - - *Chambers*
2. OVERTURE—Fest, - - - - *Leutner*
3. { *a* Fair Maiden of Seville, - - - *Czibulka*
   { *b* Intermezzo Russe, - - - - *Theo Franke*
4. SELECTION—Garrett O'Magh, - *Chauncey Olcott*
5. WALTZ—L'Estudiantina, - - - *Waldteufel*
6. MEDLEY—Popular Texas, - - - *Boettger*

PART II.

7. MARCH—Signal from Mars, - - *E. T. Paul*
8. OVERTURE—Berlin in Joy and Sorrow, *Conradi*
9. MAZURKA DI CONCERT—Magnolia, - *Sutton*
10. SELECTION—Maritana, - - - *Wallace*
11. WALTZ—Blue Danube, - - - *Johann Strauss*
12. GRAND AMERICAN FANTASIA - - *Bendix*
Star Spangled Banner.

When you are through with this Program, do not throw it on the Park Grounds, but in the receptacle for waste.

PERFECTING PLANS

Names of Those Who Will Report on Water Storage.

Herald July 11 '02

SUB-COMMITTEES APPOINTED

It Is Planned To Do Much Work in the Way of Collecting Flood Data for Use of State Commission When It Comes to Rochester — Important Meeting of Local Committee.

A meeting of the storage committee appointed by Mayor Rodenbeck on May 16 was held at 4 o'clock yesterday afternoon at the Chamber of Commerce, where all the meetings of the committee will hereafter be held. The members of the committee present were: Chairman Brewster, James E. Booth, Daniel B. Murphy, William A. Sutherland, State Commissioner George W. Rafter, Edmund Ocumpaugh and City Engineer Fisher. The principal matter which came up for consideration had to do with perfecting the organization of the committee and the naming of sub-committees.

These names were added to the committee: Mayor A. J. Rodenbeck, State Commissioner George W. Rafter, City Engineer E. A. Fisher and Commissioner J. Y. McClintock.

Three members of the original committee have expressed themselves as being unwilling to serve in the capacity indicated by the nature of the organization. Accordingly, at their request, their names have been taken off the committee. They are: George Eastman, Nathan P. Pond and John E. Morey.

A sub-committee of five was appointed by Chairman Brewster to collect statistics relative to the July flood. This committee will also do what it can to comply with the request of the state commissioners to preserve the high water marks already established.

The members of this sub-committee are: City Engineer Fisher, Commissioner McClintock, Pierre Purcell, Edmund Ocumpaugh and Sol Wile. Mr. Fisher is chairman of this committee.

Another sub-committee was appointed to consider and to report to the general committee as to the best plan of operations to pursue in gathering statistics to be presented to the state commission for consideration.

The members of this committee are: Mayor Rodenbeck, William A. Sutherland, H. B. Hathaway, Lewis P. Ross and Daniel B. Murphy. Mayor Rodenbeck is chairman.

A motion was made and carried that the above two sub-committees meet and report to the general committee on Wednesday, July 23, at 4 o'clock at the Chamber of Commerce. In the meantime, it is expected that considerable progress will be made towards finding out several things necessary to understand thoroughly before the purpose of the general committee can be accomplished.

Chairman Brewster, at the meeting yesterday afternoon, also appointed an executive committee. As embodied in the motion relative to the report of the two sub-committees already appointed, Chairman Brewster made himself chairman of this committee. Those whom he appointed to serve with him are Hon. Frederick Cook, Colonel J. S. Graham, Hon. John Van Voorhis, and Louis M. Antisdale.

A committee of entertainment was also appointed at yesterday's meeting. The members are: Charles P. Ford, James E. Booth, Max Brickner, William Carson, Hiram H. Edgerton, Henry Helms, A. B. Lamberton, Hon. Merton E. Lewis, William C. Likly, Joseph O'Connor and John M. Ives. Mr. Ford is chairman of this committee.

The next meeting of the Water Storage Committee will be held July 23 at the Chamber of Commerce.

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PUBLIC BAND CONCERT

BY

GARRAMONE'S BAND

ROCCO V. GARRAMONE, Director.

At SENECA PARK EAST,

Sunday Afternoon, July 13, 1902.

From 3:00 to 6:00 o'clock.

Under the auspices of the Rochester Chamber of Commerce, Park Commissioners, and Rochester Railway Company.

PROGRAM

PART I.

1. MARCH—Our United Emblem, - - - *N. Brown*
2. OVERTURE—Nebuchadnezzar, - - - *G. Verdi*
3. PARAPHRASE—Nearer My God to Thee, - - *Mason*
4. SELECTION—Maid Marion, - - - - - *De Koven*
5. WALTZ DE CONCERT—Ange d'Amour, - *Waldteufel*
6. FANTASIA—My Old Kentucky Home, - - *Otto Langey*

PART II.

7. OVERTURE—Loop the Loop, - - - - - *Smith*
8. PUNCHINELLO, - - - - - - - *V. Herbert*
9. SWEET OLD SONGS, - - - - - *C. W. Dalbey*
10. SIX MEXICAN DANCES, - - - - - *G. Godina*
11. THE LOBSTER'S PROMENADE (Humoresque), *P. Steele*
12. MEDLEY—Blaze Away, - - - - - - *Smith*

When you are through with this Program do not throw it on the Park Grounds, but in the Receptacle for waste.

PUBLIC BAND CONCERT

BY THE

54th REGIMENT BAND

F. A. ZEITLER, Director.

AT GENESEE VALLEY PARK,

SUNDAY AFTERNOON, JULY 13, 1902

From 3 to 6 o'clock.

Under the Auspices of the Rochester Chamber of Commerce, Park Commissioners, and Rochester Railway Co.

PROGRAM

PART I.

America

1. MARCH—Monroe Commandery No. 12, *Chambers*
   Dedicated to Eminent Sir F. Rogers.
2. OVERTURE—Zampa, - - - - - *Harold*
3. SELECTION—The Rounders, - - - *Englander*
4. EUPHONIUM SOLO—Rossini's Stabat Mater, Aria Cujus Animane, - - - - - *Rossini*
   SIG. JOHN MELLINA
5. MUSICAL JOKES—The Jolly Musicians, *Muscat*
6. MEDLEY—Popular Georgia, - - - - *Boetger*

Ten Minutes Intermission.

PART II.

7. MARCH—Unser Heinrich, - - - - *Chambers*
8. OVERTURE—Banditenstreiche, *Franz Von Suppe*
9. DESCRIPTIVE—A Hunting Scene, - *P. Bucalossi*
10. SELECTION—The Bohemian Girl, - - *Balfe*
11. WALTZ—The Wedding of the Winds, *Jno. T. Hall*
12. MEDLEY OVERTURE—Harry Von Tilzer's New Hits, - - - - - - *Maurice Smith*

Star Spangled Banner.

When you are through with this Program, do not throw it on the Park Grounds, but in the receptacle for waste.

Concert of the Fifty-fourth Regiment Band To-Morrow Night.

So far this summer Genesee Valley and Seneca Parks have had a monopoly of the public band concerts, but there is to be a change to-morrow. In response to a popular demand, a concert is to be given to-morrow night at Highland Park. The Fifty-fourth Regiment Band is to present the programme, which will include several light, popular numbers. The concert will begin at 8 o'clock. If the night is clear there will be moonlight, and it is safe to predict that with all conditions favorable the music will draw an immense crowd. Following is the programme:

PART I.

"America" .....
1. March—"Amicizia" ..... Chambers
2. Overture—"Summer Night's Dream" ..... Wiegand
3. Serenade—"Love in Idleness" ..... A. Macbeth
4. Selection—"The Explorers" ..... W. H. Lewis
5. Medley overture—"Loop the Loop" ..... Maurice Smith

10 minutes' intermission.

PART II.

6. Overture—"Fra Diavolo" ..... Auber
7. Paraphrase—"Lorely" ..... Nesvadby
8. Medley overture—"Sweet Old Songs" ..... Dalbey
9. Spanish serenade—"La Paloma" Yradier
10. "Grand Military Tattoo" ..... H. Saro

"Star Spangled Banner" .....

SATURDAY CONCERTS.

1902. 1902.

Programmes to be Played at Genesee Valley and Seneca Parks.

The concert at Genesee Valley Park tomorrow afternoon from 3 to 6 o'clock is to be given by the Fifty-fourth Regiment Band. The programme is as follows:

PART I.

"America" .....
March—"Hail to the Spirit of Liberty"..Sousa
Overture—"Poet and Peasant" ..... Franz Von Suppe
(a) Caprice gavotte, "Spring Blossoms" ..... Guillo E. Capone
(b) Scottische, "The Birds and the Brook" ..... H. M. Stults
Selection—"The Fortune Teller" ..... Victor Herbert
"The Holy City," cornet solo.....Adams
Mr. S. Bassett.
Infernal—"Galop De Concert"...Keler Bela
(Intermission, 10 Minutes.)

PART II.

March—"St. John's Commandery" ..... O. B. Farrar
Overture—"Murmuring of the Forest" ..... Boullion
Paraphrase—"In a Deep Cellar" ..... Charles Lovenberg
Selection—"Dolly Varden"...Julian Edwards
Waltz—"Maid Marion" ..... De Koven
Medley overture—"Cotton Blossoms" ..... Maurice F. Smith
"Star Spangled Banner" .....

At Seneca Park east the Minges Military Band is to play the following programme:

PART I.

March "The Cavalier" (new).....B. B. Hall
Overture—"Murmuring of the Forest" ..... Greissinger
Waltz—"Twilight Bells" ..... Barnhouse
Selection—"Florodora" .....Leslie Stuart
Reverie—"Star of the Evening"...A. Kennedy
Medley—"For Old Times' Sake" ..... Charles K. Harris

PART II.

March—"Sentimental Tommy" (new)..... Gus. Edwards
Overture—"Poet and Peasant"..Fr. v. Suppe
Gavotte—"Christmas Chimes"..... Barnard
Waltz—"Wild Roses" .....Russell Childs
Medley—"Blaze Away" (new)..... Arr. by Maurice F. Smith
March—"The Crisis" ..... R. B. Hall

PUBLIC BAND CONCERT

BY

54th REGIMENT BAND

F. A. ZEITLER, Director.

At HIGHLAND PARK,

Thursday Evening, July 17, 1902.

From 8:00 to 10:00 o'clock.

Under the auspices of the Rochester Chamber of Commerce, Park Commissioners, and Rochester Railway Company.

PROGRAM

PART I.

AMERICA.

1. MARCH—Amicizia, ... *Chambers*
2. OVERTURE—Summer-Night's Dream, . . *Wiegand*
3. SERENADE—Love in Idleness, . . . *A. Macbeth*
4. SELECTION—The Explorers, ... *W. H. Lewis*
5. MEDLEY OVERTURE—Loop the Loop, *Maurice Smith*

TEN MINUTES INTERMISSION.

PART II.

6. OVERTURE—Fra Diavolo, ... *Auber*
7. PARAPHRASE—Lotely, ... *Nesvadby*
8. MEDLEY OVERTURE—Sweet Old Songs, . *Dalbey*
9. SPANISH SERENADE—La Paloma, . . . *Yradier*
10. GRAND MILITARY TATTOO, ... *H. Saro*

STAR SPANGLED BANNER.

When you are through with this Program do not throw it on the Park Grounds, but in the Receptacle for waste.

Rained 19th.

PUBLIC BAND CONCERT

BY

MINGES' MILITARY BAND

J. FRED MINGES, Director.

At SENECA PARK EAST,

SATURDAY AFTERNOON, JULY 26 ~~19~~, '02

From 3:00 to 6:00 o'clock.

UNDER THE AUSPICES OF THE ROCHESTER CHAMBER OF COMMERCE, PARK COMMISSIONERS, AND ROCHESTER RAILWAY COMPANY.

PROGRAM

PART I.

1. MARCH—The Cavalier (new), ... *R. B. Hall*
2. OVERTURE—Murmuring of the Forest, . . *Greissinger*
3. WALTZ—Twilight Bells, ... *Barnhouse*
4. SELECTION—Florodora, ... *Leslie Stuart*
5. REVERIE—Star of the Evening, . . . *A. Kennedy*
6. MEDLEY—For Old Times' Sake, . . *Chas. K. Harris*

PART II.

7. MARCH—Sentimental Tommy, (new) . *Gus. Edwards*
8. OVERTURE—Poet and Peasant, . . *Fr. v. Suppe*
9. GAVOTTE—Christmas Chimes, ... *Barnard*
10. WALTZ—Wild Roses, ... *Russell Childs*
11. MEDLEY—Blaze Away (new), *Arr. by Maurice F. Smith*
12. MARCH—The Crisis, ... *R. B. Hall*

When you are through with this Program do not throw it on the Park Grounds, but in the Receptacle for Waste.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

Rained Saturday 19

PUBLIC BAND CONCERT

BY

54TH REGIMENT BAND

F. A. ZEITLER, Director.

At GENESEE VALLEY PARK

SATURDAY AFTERNOON, JULY ~~19~~ 26, '02

From 3:00 to 6:00 o'clock

UNDER THE AUSPICES OF THE ROCHESTER CHAMBER OF COMMERCE, PARK COMMISSIONERS, AND ROCHESTER RAILWAY COMPANY

PROGRAM

PART I.

AMERICA.

1. MARCH—Hail to the Spirit of Liberty, - - - *Sousa*
2. OVERTURE—Poet and Peasant, - - *Franz Von Suppe*
3. {a. Caprice Gavotte, Spring Blossoms, *Guilio E. Capone*
   {b. Scottische, The Birds and the Brook, *R. M. Stults*
4. SELECTION—The Fortune Teller, - - *Victor Herbert*
5. SACRED SONG—The Holy City, Cornet Solo, *Adams*
   MR. S. BASSETT.
6. INFERNAL—Galop De Concert, - - - *Keler Bela*

INTERMISSION, 10 MINUTES.

PART II.

7. MARCH—St. John's Commandery, - - *O. B. Farrar*
8. OVERTURE—Murmuring of the Forest, - - *Bouillon*
9. PARAPHRASE—In a Deep Cellar, - - *Chas. Lovenberg*
10. SELECTION—Dolly Varden, - - *Julian Edwards*
11. WALTZ—Maid Marion, - - - - - *De Koven*
12. MEDLEY OVERTURE—Cotton Blossoms, *Maurice F. Smith*
    STAR SPANGLED BANNER.

When you are through with this Program do not throw it on the Park Grounds, but in the Receptacle for Waste.

Rained 20th

PUBLIC BAND CONCERT

BY

GARRAMONE'S BAND

ROCCO V. GARRAMONE, Director.

AT GENESEE VALLEY PARK,

SUNDAY AFTERNOON, JULY ~~20~~ 27, 1902

From 3 to 6 o'clock.

Under the Auspices of the Rochester Chamber of Commerce, Park Commissioners, and Rochester Railway Co.

PROGRAM

PART I.

1. MARCH—Victory for the American Warships, Angorola
2. OVERTURE—Light Cavalry, - - - Suppe
3. CHARACTERISTIC—Passing the Cotton Field, Clark
4. SELECTION—The Rogers Bros. in Washington, M. Levi
5. INTERMEZZO—"Isis," - - - Theo. Morse
6. CONCERT—Waltz Lazzarre, - - H. B. Blanke

Ten Minutes Intermission.

PART II.

7. OVERTURE—The World Beater. (New), - O'Hare
8. SEXTETTE—From Lucia, - - - Donizetti
9. GAVOTTE—Our Little Nestlings, - Theo. Moses
10. ROSE MOUSSE ENTR'ACTE, - - Aug. Bosc
11. COMICAL, - - - - - Wheeler
12. MEDLEY—Harry Von Tilzer's New Hits, - ——— Introducing Chocolate Drops—Mary Dear—Bamboo Queen—On a Sunday Afternoon—The Mansion of Aching Hearts—Loo Loo oh Loo Loo.

When you are through with this Program, do not throw it on the Park Grounds, but in the receptacle for waste.

Rained 20th

PUBLIC BAND CONCERT

BY

54TH REGIMENT BAND

F. A. ZEITLER, Director

At SENECA PARK EAST

SUNDAY AFTERNOON, JULY ~~20~~ 27, 1902

From 3:00 to 6:00 o'clock

UNDER THE AUSPICES OF THE ROCHESTER CHAMBER OF COMMERCE, PARK COMMISSIONERS, AND ROCHESTER RAILWAY COMPANY

PROGRAM

PART I.

AMERICA.

1. MARCH—Blaze Away, - - - - - *Abe Holzman*
2. OVERTURE—Felicia, - - - - - *R. Gruenwald*
3. SELECTION—Florodora, - - - - *Leslie Stuart*
4. {a. Mignonette, Romeo and Juliet, - - - *Tobani*
   {b. Entr' Acte, Valse Leute, Rose-Mousse, *Auguste Bosc*
5. UEPHONIUM SOLO—Aria Cujus Animam, from Rossini's Stabat Mater (by request), - - - *Rossini*
   SIG. JNO. MELLINA.
6. MEDLEY—All to the Good, - - - - - *Beyer*

INTERMISSION, 10 MINUTES.

PART II.

7. MARCH—The Girls of America, - - *J. M. Duganne*
8. OVERTURE—Raymond, - - - - *Ambrose Thomas*
9. GRAND SELECTION—Il Trovatore, - - - *Verdi*
10. {a. Schubert's Serenade, - - - - - *Schubert*
    {b. Cocoanut Dance, - - - - - *Andrew Herman*
11. CHARACTERISTIC—Jolly Musicians (by request), *Muscat*
12. AMERICAN FANTASIA—Gems of Stephen Foster, *Tobani*
    STAR SPANGLED BANNER

When you are through with this Program do not throw it on the Park Grounds, but in the Receptacle for Waste.

FIRST EVENING BAND CONCERT

GIVEN IN HIGHLAND PARK BY MOONLIGHT.

LARGE CROWD WAS PRESENT

Weather Was Perfect and the Music Excellent—An Enjoyable Time Was Spent Amid Pleasant Surroundings—Other Night Concerts.

The first public evening band concert, and the first concert to be given in Highland Park this season, took place last night. Everything contributed to make the concert a success. The evening was ideal, the temperature moderate, the crowd a large one and the music of a high order. The Fifty-fourth Regiment Band furnished the music and its offerings were very popular with the audience.

The site of the band stand has been happily selected. Situated just south of the trophy gun at the South avenue entrance to the park, it was accessible to trolley car, carriages and bicycles, and each form of conveyance carried its quota. The stand itself presented a rustic appearance when the dozen lanterns that illuminated it were lighted.

Early in the evening the people began to arrive, and, from shortly after 7 until 9, pedestrians wound their way up the hill to the park. The street cars ran double and every available seat was occupied until after 9 o'clock. Wheels were stacked for rods along the south side of the drive into the park, and one could not move about in the jam around the stand without danger of putting his foot through the spokes of one of these. Carriages too brought a large number and not a few automobiles were to be seen.

The crowd was so scattered that to estimate the number that attended the concert would be very difficult, but seven or eight thousand persons must have been present. With one or two exceptions the crowd was orderly and was content to listen to and applaud the music without any more boisterous sort of diversion. But, as is always the case in a large crowd, there were a few disturbers who made themselves very annoying by their loud and unseemly actions and by the remarks that they made about the passers-by.

At one time an unusual sort of fight was started, but the principals were separated before any serious damage was done. A young woman, becoming enraged by the actions of a youth who was, apparently, her escort, undertook to correct him, and a couple-and-tumble encounter was precipitated. Friends stepped in and stopped the unequal combat before it had gotten far underway. There was, however, plenty of police protection to restore order when necessary.

The evening was a beautiful one. Those who arrived early had an unobstructed view of a sunset which left a lingering of red upon a bank of clouds that lined the western sky. Later, the full moon came out, casting a mellow light over the scene and setting off distinctly the outlines of the clouds.

The band was at its best, and each piece was applauded to the echo. An encore had to be given after nearly every selection, and once or twice a second was demanded. The numbers which seemed most popular were "The Explorers," "Loop the Loop," "Fra Diavolo," "Lorely," "Sweet Old Songs" and "Grand Military Tattoo."

It is suggested to have these evening concerts at Highland Park as often as those at either of the other parks. The exposed site of the band stand makes it impossible to hold concerts here in the afternoon through the hot months, but it is planned to hold weekly evening concerts.—Democrat July 18, 1902

Union and Advertiser

FLOODS AND WATER STORAGE

General Committee and Sub-Committees Meet To-Morrow.

Mayor Calls Meeting of Committee of Which He is Chairman—Has Report on Water Storage Drafted.

If It is Satisfactory to His Associates It Will be Presented to the General Committee.

The general committee on floods and water storage, of which Hon. Henry C. Brewster is chairman, will hold a meeting at the Chamber of Commerce at 4 o'clock to-morrow afternoon and to-morrow morning at 11 o'clock the sub-committee, of which Mayor Rodenbeck is chairman, will meet at the mayor's office to draw up a report to present to the general committee. The mayor sent out the word for his committee to convene to-morrow upon reaching his office this morning.

The members of the sub-committee, besides Mayor Rodenbeck, are Corporation Counsel Sutherland, H. B. Hathaway, Lewis P. Ross and Daniel B. Murphy. This committee was selected to map out the work of gathering statistics to present to the state flood commission appointed by Gov. Odell when it comes to this city to inspect the Genesee river watershed.

The mayor stated this morning that as a matter of fact he had already made a rough draft of a proposed report by his sub-committee to the general committee of which Mr. Brewster is chairman. This report will be gone over by the mayor's committee, and if it is satisfactory to all will be read at the meeting of the general flood committee at the Chamber of Commerce to-morrow afternoon.

In regard to his report, Mayor Rodenbeck this morning said: "The material I have prepared touches on the general subject of water storage and particularly on the Genesee river. It also takes up the floods we have this year and in the past and deals to some extent with the question of water power. Mr. Sutherland has made some suggestions and Commissioner McClintock has made some and both of these gentlemen may add other ideas to the report I have drafted.

"I regard the water power question and the storage of water as the greatest question before this city to-day. The committee of which I am chairman was selected to map out the plan of gathering statistics and it will in reality plan the scope of the investigation by the local flood committee."

In addition to the sub-committee of which the mayor is chairman, another sub-committee of the general committee was appointed by Chairman Brewster last week to gather statistics concerning the flood of the Genesee during the past few weeks. This committee has not yet met, but it will probably meet some time to-morrow before the general committee meets. This sub-committee is composed as follows: City Engineer Fisher, Commissioner McClintock, Pierre Purcell, Edmund Cumpaugh and Sol Wile. Mr. Fisher is chairman of the committee.

It is not known just when the state flood commission will come to Rochester, but it will probably be within a few weeks, and when it does convene here the local committee intends to have all the statistics the commission wants. George Rafter is the local representative of the state flood commission, and he is also a member of the local flood committee.

SHORT SUPPLY OF HELP.

Democrat July 21 1902

Demand in Rochester Exceeds the Supply—To Advertise for Hands.

Rochester's industrial boom finds the city in a peculiar predicament, according to the Chamber of Commerce. There is a scarcity of help, especially of hands skilled in the clothing trade, in the manufacture of boots and shoes, machinists and street car men. It is seldom that it is necessary to advertise in outside journals for a large number of men of various occupations and to make the fact generally known through the Associated Press, but such action the Chamber of Commerce has felt called upon to take.

The fact that there are not enough men in the city to fill the positions now vacant and those that will be open as soon as the new industries are running, speaks of itself of the prosperity of the city. Cities the size of Rochester usually have more men than they can give employment to.

Of course, there are idle men in Rochester, but they are unskilled, and some of them do not want work. There are always many of this latter class in every city and they are the ones who croak the loudest about hard times and the difficulty of getting work.

At present there are very few houses for rent in Rochester. Especially is there a dearth of houses renting from $2.50 to $3.50 a week. To overcome this several Rochesterians have decided to erect a number houses of this class.

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GERRITY'S GRIEVANCE WITH FOREIGNERS

Times July 25 1902

As the reporters were waiting this morning at the office of the Chamber of Commerce for Secretary Ives to put in an appearance and contribute his daily mite of news, an odd little Irishman entered and said to one of the scribes:

"I wont t' see Secretary Ives iv the Chambur iv Commurce."

"Mr. Ives hasn't arrived yet. Can we do anything for you?" he was informed.

"Well, me name is Michael Gerrity an' I've voted in the First Ward for the lasht twinty years, an' I want th' secretary t' get me a job. There's so many iv thim bloody furriners comin' t' th' counthry, thot us free-born Irishmin an' Germans have no chanst. Th' Chambur iv Commurce shud thry t' kape thim divils out iv th' counthry, bekase thare spillin' th' commurce av th' counthry. All Dagoes, Eyetalyans an' ither furriners shud be thrun out."

"Don't you know that the words Dagoes and Italians apply to the same people?" asked one of the reporters.

"Sorra wan iv me, mayther d' you."

"But they are the same."

"In thruth thare not."

"What is the difference between them?"

"Well, th' Eyetalyans sell paynuts an' baynanyes fur a livin' an' th' Dagoes digs holes t'r th' gas comp'nies."

"But they're no more foreigners than the Irish and Germans, are they?"

"Indade they ar'."

"How is that?"

"Bekase most iv th' Irish an' Germins ar' in this counthry, and most iv th' Dagoes and Eyetalyans an' ither furriners ar' in th' ould counthry, an' every wan in th' ould counthry is furrin—"

"Well, what's wrong with the foreigners?"

"Thare gettin' too dam prayscomin, thare akshully on th' polis foores in some places."

"Don't they have their rights as well as anybody else?"

"They can kape thare rites iv they lave us th' jobs. I'd like t' see an Eyetalyan policman run me in."

"Would you break the law?"

"No, but I'd brake th' Eyetalyan's head."

"But the Italians must be good for something."

"Oh! thare good for th' cuthlery thrade an' vice prisidints."

Here Michael decided to wait no longer and made a dash for the elevator.

ROCH

STORAGE RESERVOIR TO PREVENT FLOODS

Plan Recommended in Report of Mayor's Sub-Committee.

Report to the General Committee Involves Plan Whereby the State will Furnish an Estimated Addition of 60,000 Horse Power for the City—Reservoir and Dam at Portage Suggested in Report.

A meeting of the committee of citizens appointed by Mayor Rodenbeck to cooperate with the State Flood Commission was held at the rooms of the Chamber of Commerce yesterday afternoon. These members of the committee were present: President H. C. Brewster, Mayor Rodenbeck, Messrs. Fisher, Ocumpaugh, Hathaway, Sutherland, Edgerton, Ross, McClintock, Murphy, Ives and Graham.

The resignation of Sol Wile as a member of the committee was presented, and J. J. Mandery was selected to fill the vacancy. Mr. Mandery was given Mr. Wile's committee assignments. Harry S. Woodworth was also appointed a member of the committee.

City Engineer Fisher, chairman of the committee to procure statistics and other information in the matter of floods in the Genesee valley, said that the work was progressing, and asked for more time. Mr. Fisher said that he had written to the engineer of the Pennsylvania railway, asking him to take steps to preserve marks of recent high water, and the committee was obtaining information as rapidly as possible. Progress was reported and the committee was given additional time.

Mayor Rodenbeck, for the sub-committee appointed to suggest measures for flood prevention, to be submitted to the State Flood Commission, presented the report which follows:

Report of the Sub-Committee.

Report of the sub-committee on scope to the General Committee appointed to cooperate with the State Water Storage Commission:

By chapter 406 of the laws of 1902, the Governor was authorized to appoint a commission to make such surveys and investigations as may be proper, to determine the causes of the overflows of the various rivers and watercourses of the state, and to determine what can be done, if anything, to prevent such overflows.

In order to aid the commission in its labors, and for the purpose of presenting to it the facts relating to the overflow of the Genesee river, the general committee was appointed, and this sub-committee has been designated to consider and present the scope of the inquiries for the examination of your committee.

It seems to this sub-committee that the extent of the overflows of the Genesee river, not only in Rochester, but south of the city, is a proper subject of inquiry. The high water of the last few days, unprecented for the season, did little damage in Rochester, but was disastrous up the valley, and emphasizes the necessity for measures to prevent overflows, which not only affect Rochester, but the territory through which the river runs.

While Rochester escaped damage in the July high water, and also escaped great injury from the freshet of the past spring, yet the margin of safety was absolutely nothing. For several days in the spring of 1902 the surface of the flooded river was six feet higher than the summer level of water in the canal in the heart of the city, and this was within a mile of the center of the city and nothing to prevent that vast flow from rushing through the main streets and doing damage to the extent of millions of dollars, except a dam of ice that no one living could tell would endure for another hour.

Not only was this a menace to Rochester, but a portion of the flood threatened to go east in the canal at such an elevation as to overflow its banks and rip out the great embankment across the Irondequoit valley, with the result of injuring the lives of hundreds of people and vast amounts of property. This menace was little reduced by the unusual procedure on the part of the canal officials of making literally a pasteboard dam by the use of hundreds of yards of paving blocks which happened to be available.

Much Damage Up the Valley.

But while Rochester escaped serious damage and possible loss of life during the spring flood and during the high water of July, the people up the valley were not so fortunate. The damage to crops during the month of July by floods over the flats between Dansville and Rochester has been fully $500,000. There are about 50,000 acres in these flats, constituting as rich and productive an area as there is in this state. This land is all available for raising the most profitable crops, provided the floods can be obviated.

On account of the possibility of floods which happen regularly and unexpectedly, the largest portion of this exceedingly rich land is only available for grazing, and even for this purpose is largely depreciated in value by reason of the risk of overflow. The indirect advantage to the district from making these lands available for raising fruits and vegetables instead of merely using them for pasture, would be many millions of dollars and would give employment and sustenance to a very much larger number of people, and furnish employment in great canning factories and other industries that would be maintained.

Other great floods which have occurred in the Genesee river in the past have done corresponding damage. Illustrating this, it might be said that one of the proprietors up the valley whose tenants suffered by the overflow of the flats, reduced their rental for that year by $18,000. The great flood of 1865 caused a damage in the city of Rochester alone of over a million of dollars.

These facts alone show that the subject is one not alone of local concern, and the inquiry of your committee should include the collection of data with reference to the overflows of the river not only in the [illegible] the power immediately, but the power to rent manufactories will locate, and it would not be long before manufacturing plants would build factories and gladly pay the rental to the state. This is illustrated by the movement of various great manufacturing enterprises from other parts of the country to Niagara Falls and the creation of absolutely new industries.

This argument not only applies to the Genesee river, but to the other rivers of the state where the possibilities for generating power are present. This phase of the question and its great value to the state should be urged, to the end that the state may not commit the folly so often indulged in by municipalities in the past of surrendering valuable franchises without adequate returns to the public. The state should construct the dams not only so that it may discharge its obligations, but so it may accept the opportunities before it and the great benefits which such construction would afford.

It, therefore, seems to your sub-committee that the general committee should collect data as to the extent of the overflows of the Genesee river, examine into the causes therefor and suggest the construction of storage reservoirs as the only effectual and complete remedy, and that this course should be urged because of the obligations of the state to protect the life, health and property of its people, its liability for water rights with which it has interfered and is likely still further to impair and because the construction of such storage dams ultimately will bring great benefits and large financial returns to the state.

A. J. RODENBECK.
WILLIAM A. SUTHERLAND.
HENRY R. HATHAWAY.
LEWIS P. ROSS.
DANIEL B. MURPHY.

Rochester, N. J., July 23, 1902.

On motion of Corporation Counsel Sutherland, the report was ordered printed, and the secretary was requested to send copies to each member of the local committee.

L. P. Ross offered a resolution to the effect that the attention of the State Commission be called to the fact that Rochester is the crucial point in the matter of floods, as the state had constructed an aqueduct at Rochester, which obstructed the flow of the stream to some extent, and that the commission be requested to visit Rochester in a body, at some convenient date.

The committee adjourned subject to the call of the chair.

Causes of High Water.

After the facts as to the extent of the overflows of the river have been secured, it will be pertinent to examine into the causes of such overflows. This inquiry should not be limited merely to local conditions, such as the effect of the aqueduct and the absence of sufficient embankments, but should extend to the results of the cutting off of forests and the clearing up of lands as likely to lead to heavier floods from year to year.

Having determined the extent of the overflows and examined into the causes thereof, the remedy naturally should be considered. In this connection your committee should not confine itself to partial and temporary remedies such as the construction of retaining walls or the building of dams which would afford to some extent local relief, but your committee should consider the great problem of the river's regulation by the construction of a storage reservoir and its effect upon the country through which the river passes, the rights and obligations of the citizens affected and the duty and opportunity of the state in the premises.

The protection of life and property is not one which devolves primarily upon the individual, but is one which rests upon the state. The great destruction of property which has been occasioned by the recent flood of the Genesee river, the loss of life and the damage to property which has been done in the past require immediate attention and the application of the most speedy remedy at hand. It is not a matter for local treatment or for private enterprise. The construction of a tunnel and embankments at Rochester might to some extent relieve the city, but they will not affect the lowlands near Mt. Morris, and other points along the river. Whatever remedy is proposed should be one sufficiently broad to afford relief to all who are affected by the overflows.

The most obvious and only effective remedy, and the one which has been discussed particularly during the past twelve years, is the construction by the state of a storage reservoir at Portage or at Mt. Morris, or at both places, which would enable the state to impound the waters of the Genesee during flood periods and thus protect the life and property of its citizens along the course of the river.

The overflow of the beautiful region below Mt. Morris not only injures or destroys soil and crops and interferes with the best uses to which the land might be put, but through stagnating pools of water left standing on the flat area endangers the health of local residents and deters others from locating there. The state's responsibility for damages thus occasioned is well recognized and is evidenced by the payment of damages to the citizens of Rochester by the state on account of the flood of 1865.

Benefits of a Storage Dam.

By the construction of such a dam or dams, the state would be fulfilling not only its obligation to protect the lives and property of its citizens dwelling along the river, but also would be discharging an obligation which it owes for interference with water rights. The state is now taking large quantities of water from the Genesee river for the operation of its canal. This is an interference with the uninterrupted flow of the river and an impairment of the water rights of property owners below the points where the water is abstracted. Enlargements of the canal are contemplated and there are in progress improvements which will require a still larger supply of water from the Genesee river. This additional supply can not be taken without interfering with valuable water rights. The recognition by the state of the unjust interference with these rights and the construction of a reservoir to compensate property owners for damage would be nothing new, for the state has already acknowledged this principle by creating reservoirs from which the canal could by no possibility receive water for the express purpose of indemnifying mill owners for water diverted to the canal.

But aside from the obligation of protecting the life and property of its citizens and its liability for interference with water rights by the abstraction of water for canal purposes, the state should undertake the construction of storage dam or dams from the broad [illegible] point of public policy. Fuel is becoming [illegible]rcer and scarcer. It is a well known proposition that the known supply of anthracite coal will be exhausted in fifty years and it is obvious that, with the tremendous increase in the use of soft coal, its cost is bound to increase in the near future. At the present time it costs at least $65 per horse power per year to create steam power. The proposed regulation of the flow of the Genesee river by a dam at Portage alone would create a permanent power of 60,000 horse power. To create this power by steam would cost $3,000,000 a year. The cost of creating and maintaining water power would probably not exceed $10 per horse power per year. This would make the annual cost of 60,000 horse power $600,000, which would show an advantage in favor of water power on this river alone of over $3,000,000 per year.

Value and Cost of a Dam.

This sum is 3 per cent. on $100,000,000. The sum of $100,000,000, therefore, may be considered a fair measure of the possible value of the Genesee river as a power producer below Portage. This is a permanent value. It does not depend upon the deposits of oil, gas and coal, which in the course of years become exhausted. If the state could utilize the power which thus might be created, its revenue there

APPLE SHIPPERS' CONVENTION.

To Be Held in the Chamber of Commerce Rooms Beginning August 6.

The eighth annual convention of the National Apple Shippers Association will be held in the Chamber of Commerce rooms August 6, 7 and 8. It is thought that there will be fully two hundred members of the association present and prominent speakers members of the association and others as well, will discuss matters of interest. The fact that this section of the state is one of the famous apple raising districts, gives the meeting additional interest. Proper means of caring for fruit will be discussed and examples of good results will be shown.

The convention last year was held in Toronto, and a great deal of good was accomplished, and many matters of interest to growers as well as shippers were discussed. Some very interesting facts regarding the apple growing industry, both in the United States and Canada, were brought out during the convention. E. N. Loomis of New York City, gave some very significant figures regarding the apple industry. According to an authority quoted by Mr. Loomis, the yield of apples in the United States annually is about 40,000,000 barrels of green fruit. Of this enormous quantity about 25,000,000 barrels are marketed green, the remainder being dried, made into cider, or wasted during the process of harvesting. Niagara and Orleans Counties, in this state, have raised, in a single season, as high as 7,000,000 barrels of the best kind of market apples.

Twenty years ago neither Kansas nor Missouri produced anything in the way of fruit, yet to-day each of these states produces more apples than any other state in the Union.

Mr. Loomis also gave some interesting statistics regarding the export trade in apples. In the year 1900 dried apples to the amount of 34,364,000 pounds were exported from the United States, while for the year 1897, which was what is called a "good fruit year," green apples to the amount of 1,593,961 barrels were exported. The apple crop of the United States for 1900 was worth about $40,000,000 to the grower. Mr. Loomis called attention to the fact that a cold storage house had been erected at Rochester with a capacity of 100,000 barrels, and another of the same capacity at Albion.

Samuel R. Mott, jr., of the Genesee Fruit Company is the state vice president. An interesting and instructive convention is looked for.

Herald July 26 02

TO BRING TRADE TO ROCHESTER

Democrat & Chron. July 30, 1902

CHAMBER OF COMMERCE IS CONSIDERING PLANS.

EXCURSIONS FOR BUYERS

Business to be Secured to City by Refunding Railroad Fares of Purchasers — Scheme Popular in Neighboring Cities.

A plan is under consideration by John M. Ives, secretary of the Chamber of Commerce, whereby trade which does not come to the city at present may be secured by it in the future. The method, which has been in successful operation in other cities, consists in offering to pay the railroad fares of purchasers of goods to certain values, who come from surrounding towns and villages within a stated radius. To those coming from places outside this limit, a proportionate rebate is given; and, in case the amount of the purchase is large enough, the fare for the round trip is allowed customers.

The idea was first considered with the view of increasing retail trade, though it is possible that an association of wholesale merchants may be formed with similar objects. According to the plans under advisement, excursions are held at different periods and customers are then given the opportunity described. These excursions are thoroughly advertised and the results in the cities in which they have been tried have been very gratifying.

The Chamber of Commerce has been corresponding with several cities where there are these associations, in some cases of retailers and in others of wholesale merchants. The plan pursued in Indianapolis seems very complete and commends itself to those who have investigated it. By it the Merchants' Association of Indianapolis promises to refund the entire railroad fare, both ways, to persons living within a radius of fifty-four miles from the city, upon the purchase of $25 worth of merchandise from any one member of the association, or from all combined.

This association consists of all the representative retail stores of the city and covers, practically, every line of merchandise needed for personal or home use. The purchaser may make his purchases as he desires; for example, he may spend $3 at one store, $10 at another, $8 at another and $4 in miscellaneous purchases, $25 in all, and for this his fare is promptly refunded by the cashier of some store designated by the association. Those living at a greater distance than fifty-four miles may have their fares rebated. To illustrate: If one lives seventy-five miles away from the city, he pays the fare for only twenty-one miles, the association paying the fare for fifty-four miles both ways.

The rebate book contains the names of all the firms in the association with a place opposite each firm's name for the entry of the amount of goods purchased. The customer asks for one of these at the first store of those named as members of the association which he enters. As the purchases are made, the amounts are entered in the book, and at the last place at which the customer buys he is directed where and how he may receive his rebate. A record is kept by the association of all amounts purchased of the various stores, so that the assessments against them may be equitably adjusted according to the benefits received. The book also has a list of the towns and villages within the radius.

The initiation fee is $25 and the annual dues are $10. In addition to this an assessment is levied upon each of the members of the association, this fund to be used under the direction of a special committee for the payment of the salary of the business manager, advertising, incidental expenses, etc.

The final adjustment of expense to the individual members of the firms of the association is to be determined on September 1st by a proportioning of the amount of business transacted by each firm or member with the total amount transacted by the association according to the records of the office; so that, if the benefits derived are less than the initial assessment, the difference is to be rebated; but if the benefits are in excess of the initial assessment, an additional assessment is levied on the members of firms deriving such increased benefits. This makes each member's assessment at the September adjustment proportionate to the amount of business transacted.

The holding of these excursions at certain times enables the association to secure special rates on the railroads and makes their advertisement of the plan more effective. For this purpose, all the members of the Indianapolis association furnish it with copies of their mailing lists. A complete list is then made and sent to one of the city papers, in which an advertisement of the plan is to appear. Besides its issue to its usual subscribers, this paper sends a copy of the edition containing the advertisement to each of the customers named in the list.

In Buffalo, Syracuse and Utica the wholesale merchants have organized associations for the promotion of these excursions. In Buffalo they will be held four times in the year, each period lasting two weeks. There are twenty-five members of the Buffalo organization. Fare both ways is paid to purchasers of $100 worth of goods, who live within fifty miles of the city. Purchasers from any distance will have their fare paid, provided their purchase warrants it. A scale has been fixed to apply to customers who come from distances up to as great as 350 miles and less than 400, who have their fare paid if they purchase $800 worth of goods. The excursions to Syracuse and Utica last through only one week in the year.

The general plan of the wholesale excursions is the same as that for the retail dealers. The Syracuse organization is known as the Wholesale Merchants' and Manufacturers' Association and the members of it seem to be enthusiastic over the results accomplished. Last year there were sixty-two companies in the association, while this year seventy-nine are said to have already signified their intention of becoming members.

Those who purchase from $100 to $200 worth of goods from members of the Syracuse association have their fare one way paid, while those who purchase over $200 worth have their fare both ways paid. Last year the wholesale merchants and manufacturers sent out invitations to 15,000 dealers and this year it is expected that the number will be much greater. The territory to which these go includes all of New York, Vermont, Western Massachusetts, Connecticut, Pennsylvania and Ohio. The week upon which the excursions will be run has not yet been determined.

Secretary Ives hopes to have a similar organization formed here by September 1st. The original intention was to promote the scheme among the retailers alone, as in Indianapolis, but an association of wholesalers is by no means improbable, should a sufficient number signify their desire for such excursions. The perfecting of the plan has been delayed somewhat because of the dilatoriness of the Buffalo and Syracuse associations in answering inquiries that have been sent to them.

AUGUST 1. 1902.

FLOOD COMMISSION

Will Come to Rochester on August 15.

Herald

TO HOLD MONTHLY MEETING

Secretary Ives Receives Letter Accepting Invitation of Members of the Local Flood Committee — Sub-Committee Starts Up the River To Gather Flood Statistics.

At the last meeting of the local flood committee appointed by Mayor Rodenbeck to co-operate with the state commission, a motion was made that Secretary Ives request the members of the commission to come to this city for the purpose of personally examining the river conditions here. Yesterday Secretary Ives received a letter from Secretary Harry Bates of the state commission, stating that its members would come here the middle of August. Following is the text of the letter:

"Your letters to the State Water Storage Commission, suggesting a meeting of the commission at Rochester some time in August, have been referred to me.

"Commissioner Rafter of your city suggests that the commission meet in Rochester about August 15. Would this date be agreeable to your body? I have consulted some of the commissioners, and as the 15th falls on Friday, it seems to conform with engagements they already have on hand.

"Would you please let me know as soon as possible whether this date meets with your approval, and also whether arrangements for the meeting of the commission there will be made by you, or whether I shall make them? It is the intention of the whole commission to come to Rochester and have its regular monthly meeting there."

It was decided to accept the date suggested by the state commission, and yesterday afternoon the Chamber of Commerce authorized Secretary Ives to offer the commission the use of the assembly hall for the meeting.

When the commission arrives here, the statistics sub-committee of the general committee appointed by the Mayor will probably have an interesting report to make. Mayor Rodenbeck and Chairman Edmund Ocumpaugh of this committee, accompanied by Assistant Engineer Rodenhurst of the waterworks office and Stenographer William Meagher of the police office, started for Mt. Morris at 8.25 o'clock yesterday morning for the purpose of gathering information as to flood conditions up the river and to learn something about high water marks.

It is the intention of the party to visit Portage and other points in the valley before returning. Mayor Rodenbeck is especially interested in the water storage project and will visit the sites that have been proposed for a storage dam before his return to this city. It is probable that the committee will make several trips up the river before the members of the state commission have their meeting in this city, in order to gather as much information as possible for the use of the commission. City Engineer Fisher, who is chairman of the committee, was unable to accompany the party on yesterday's trip on account of the visit of Landscape Architect Olmstead and the visit to Highland Park which had been planned by the Park Commissioners and Mr. Fisher some time before.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

Democrat & Chronicle
Sun 1st. 1902. ROCH

NEW YORK CENTRAL TO BUILD A NEW STATION

Magnificent Passenger Depot to Cost About $230,000.

Plans Completed For an Up-to-Date Building to Cover the Entire Block Between Central Avenue, Marietta Street, St. Paul Street and Clinton Avenue North—Station to be Three Stories High.

Within a few days, if not to-day, work will be begun on the large passenger station which the New York Central railroad is to erect on the site of the present station in this city. A statement of the amount of ground that the new station and its accompanying buildings will occupy will give an idea of the magnitude of the work about to be started. The station and trainshed, baggage rooms, express department and the offices will occupy the whole of the city block bounded on the south by Central avenue, on the east by Clinton avenue north, on the north by Marietta street and on the west by St. Paul street.

Much more ground than is at present covered by the buildings will be occupied, and to much better advantage. The main buildings will be three stories high. The waiting room will be much larger than the old one and will be clear from the marble floor to the steel truss roof with its skylight. The baggage rooms will be very much larger than the present ones, while the American Express Company will have twice the room it now occupies. The offices will be larger and pleasanter and the traveling public will be much better accommodated.

The buildings will cost about $230,000. It is said that this is the contract price, and the station will be of the latest design, similar in many ways to the new station at Syracuse. The architect is a Syracuse man. So extensive is the work that it will not be finished in many months.

Work on the plans for the new station has been under way for some weeks. Now they have been approved by the high officials of the road in New York, and the actual work of tearing down some of the old buildings to make room for the new ones will be begun within a few days. It is said that this may actually be begun to-day. In order to have as much ground as was wanted, the New York Central found it necessary to acquire control of the property to the east of its own, that on Clinton avenue north. It did this by buying it outright. The brick building on the northwest corner of Clinton avenue north and Central avenue was bought for $10,000, it is said.

While the present station will not be all torn down, the plans call for practically a new station. Gray stone will be used for the exterior and the south walls will be flush with Central avenue. The building will extend twenty-two feet farther south then the present station and sixty feet farther east, while the tracks in the trainshed will reach eighteen feet farther north than the present tracks. The trainshed will be considerably larger—wider, but no longer.

The waiting room will be on a level with or slightly below the street. The dining room will be on the same level. Underground passages will lead from the waiting room beneath the tracks and passengers will climb stairs into the trainshed. The tracks will be sunk and there will be no crossing of tracks. The arrangement will be such that passengers will enter the trainshed at their particular trains.

There will be three entrances to the waiting room from the street. One will be in the center, another near Clinton avenue and the third near the corner of St. Paul street. The public will alight from trolley cars or carriages right at the station doors.

The many offices in the building will be along the east and the north sides. The waiting room will be like a large rotunda in the center of the building, open clear to the handsome roof above.

The new trainshed will be much more attractive than the present one. There will be no sides of grimy, red brick to cut off the air. It will be lighter and dryer than the present one. There will be more tracks in it, but the freight tracks will be outside, to the north, where they are now. Some of these will be taken into the station, however, and used for passenger tracks and new freight tracks put outside. The row of low, unsightly buildings backing on Marietta street, in which are some of the offices, will come down.

One great improvement will be the straightening of the tracks as they enter the trainshed. They will pass through the shed in a straight line and not be squeezed together like the fingers of a hand in going into a glove. The north wall of the present station will come down and when another is erected it will be farther south, but still the waiting room will be larger because of its extending to the street.

The American Express Company is to be accommodated in the building on the corner of Clinton avenue. There will be a passageway for teams between this building and the baggage room, which will be directly to the west. At present the baggage room is not large enough to accommodate the big business transacted. Trunks are left on the tracks in the trainshed because of the cramped conditions.

The ticket office will be on the side toward the trainshed and will be much larger than the present one. The bureau of information, the news stand and parcel stands will be in or off the waiting rooms. The toilet rooms will also be on the ground floor. There will be a large smoking room in place of the apology for one at present in the station.

The Westcott Express Company will be accommodated near the baggage room. About the only objection to filling practically all the land with buildings is that it leaves no place for the carriages to stand. They will have to line up along the curbs, as in many cities. The street is narrow here. This may sometime be overcome by the city's widening Central avenue, doing away with some of the low buildings across from the station.

It is expected that the building to the extreme west will be fitted up for the dining room and kitchen help, above the ground floor.

The New York Central officials believe that the Rochester station is the poorest along the line of its road, from New York to Buffalo, the size of the city considered. The Central has been disappointed in its passenger stations. It was expected when they were built that they would last for many years, but the extraordinary increase of business has outgrown the stations. Because of the small station here there has been a detention of fast trains. During the Pan-American there were instances in which fast trains had to wait in Rochester until the locals had drawn out, to do their shifting.

If the Central has a hobby it is its fast train service, and for that it is always planning. Nothing must interfere with this. Every moment of delay in any train has to be reported to headquarters in New York and there is a rigid investigation. Until a year ago there was no such office as a superintendent of passenger transportation. Owing to there being so much extra work the office was created. Charles Smith, formerly of Buffalo, now of New York, holds this office. There is also an assistant general superintendent. G. H. Stevens, of Niagara Falls, is the official. He looks after the fast freight and the dead, or merchandise, freight.

When one considers the large number of passenger and freight trains that pass through Rochester on the Central and the thousands of passengers carried, it is wondered at that this city has been compelled to get along with the present small station so long. There are about 163 passenger trains passing through the Rochester station daily. These are divided about as follows: Auburn road, 28; Falls road, 25; main line, 70, and 40 on the Charlotte branch, in and out. Nearly 100 freights pass through on the elevated tracks. There are about twenty-four fast freights and about three times as many dead freights. In addition there are the ten or fifteen freights switched back and forth by the house engines, running from East Rochester to the freight house, etc.

Each department of the work of erecting the building and changing the tracks will be under its special supervisor. W. A. Pettis, now general superintendent of buildings, will have the general charge of the building. J. F. Leutry, supervisor of buildings, stationed in this city, will have part of the care. G. W. Vaughan, division engineer, of Buffalo, will have charge of some of the engineering. G. D. Gifford, of Rochester, supervisor of tracks, will have charge of the changing of the tracks. It is a big piece of work and requires many heads and hundreds of hands to accomplish it.

Yesterday Superintendent J. P. Bradfield, of Buffalo, and F. W. Everett, of Syracuse, assistant superintendent, came to Rochester on the pony engine Niagara. O. E. Jenkins, district passenger agent of Syracuse, accompanied them. Taking on District Passenger Agent Kalbfleisch, of this city, they made a run down to Ontario Beach. While in Rochester they took one of their last looks about the old station.

Afternoon Concert at Genesee Valley and Evening at Highland Park.

The band concerts to-morrow will be given in Highland Park and Genesee Valley Park. The Fifty-fourth Regiment Band will play in Highland Park from 7:30 to 10 o'clock. The Minges Military Band will play at Genesee Valley Park from 3 to 6 o'clock. The programme of the Fifty-fourth Regiment Band follows:

PART I.

"America."
March—"A Buffalo Review".....
.....Charles W. Munnell
Overture—"Morning, Noon and Night"
.....Von Suppe
Selection—"Maid Marian".....De Koven
Flower Song—"Hearts and Flowers"..Tobani
Medley—"Loop the Loop"..Maurice F. Smith
Waltz—"Jolly Fellows".....R. Vollstedt
Ten minutes' intermission.

PART II.

March—"The Mississippi Bubble".....
.....Chauncey Haines
Overture—"Queen of Autumn"...Carl Bigge
(a) Intermezzo—"Cavalleria Rusticana"
.....Mascagni
(b) Toreador Song—"Carmen".....Bizet
Selection—"Robin Hood".....De Koven
Medley—"The Head Liner"....W. H. Mackie
Waltz—"Auf Wiedersehn".....E. H. Bailey
"Star Spangled Banner."

The Minges Band will play this programme:

PART I.

March—"Veni, Vidi, Vici".....R. B. Hall
Overture—"Lustpiel".....Keler Bela
Waltz—"Symphia" (new).....Abe Holzmann
Polka—"Anvil".....A. Parlow
Potpourri—"Huguenots".....Meyerbeer
Medley—"Popular Kentucky".....E. Boettger

PART II.

March—"Wedding".....Mendelssohn
Overture—"Bartholdi".....F. L. Griswold
Selection—"Southern Plantation"
.....Arr. by L. Conterno
Waltz—"Idalia".....C. W. Bennet
Solo for baritone—"The Holy City"
.....Stephen Adams
Frank Gorgano.
Overture—"America".....Theo. Moses

SATURDAY, JULY 26. Democrat & Chronicle

HELP WANTED IN ALL THE TRADES

SKILLED LABOR SCARCE IN MANY LINES.

DUE TO INDUSTRIAL BOOM

Clothing and Boot and Shoe Manufacturers of the City Claim They Could Use More Hands—Shortage in Nearly Every Trade.

The statement that there is a scarcity of skilled labor in Rochester, made yesterday morning in the Democrat and Chronicle and vouched for by the Chamber of Commerce, came as a surprise to many. The workers of the city are said to have found employment until all that care for work are busy.

There is not a great call for employees in any one trade, but several of the larger manufacturers are complaining because there are not more of the better class of workmen. One and all say there are plenty of unskilled hands, but these they do not want.

While such industries as clothing manufacture, boot and shoe making, the big machine factories, etc., are feeling the shortage to the greatest extent, there seems to be a demand for skilled labor of all classes. Even first-class journeymen barbers are difficult to find. This condition is generally ascribed to the prosperous condition of the country. This has affected Rochester to a large degree, because, as is known, the city has a name for making fine clothing, boots and shoes, machinery, etc. Busy times and prosperity have had a beneficial effect on all local industries. As one man said yesterday:

"Men who used to get shaved twice a week are going to the barber shop three times a week now, while those that formerly were shaved four times a week get a daily shave now. The good times are felt all along the line."

Conditions are not such as to warrant a large importation of workers. None but experienced men are wanted in the different lines. One effect the shortage of help has had is to restrict the output of local factories, for without sufficient help the factories are unable to turn out the goods they otherwise would produce. The situation is a delicate one and a wrong interpretation of existing conditions would work to the detriment of the city. Were there to be a large influx of working people to the city, many of them would undoubtedly find themselves out of employment.

Possibly the clothing manufacturers are affected as much as any employers. Prosperity has caused an increased demand for clothing, which cannot be made by unskilled laborers. Said Max L. Holtz, of L. Holtz & Sons, yesterday afternoon:

"The demand is for fine clothing. We are making more of this than ever before, and, of course, this makes work for the best class of help. The hard times which prevailed for a few years ran the business down and there has been a shortage of good help. Now there is an increased demand for fine clothing and we are unable to make 25 per cent. of our sales. Clothing will not be higher in price than formerly, not higher than the same goods would have sold for before, but it will be scarce. The mills have more orders than they can take care of and the wholesale tailors cannot fill all their orders.

"There is more clothing being made in Rochester to-day than ever before, and it is all of money value, too. There is more help employed on this street than ever before and they are getting better wages than ever before. The shorter hours have something to do with the demand for more help. We cannot send the best work out to be done. It has to be done in the shops and under our eyes. Were this to be sent out the tailors could work late at night on it, but the labor laws restrict us to a certain number of hours per day and week. Rochester, as you know, makes fine clothing. This fact is admitted by the manufacturers of other cities."

Mr. Holtz named a big Chicago house that opened an office here and is having clothing made by Rochester tailors. The Chicago company is having trouble in getting its clothing made, the Rochester tailors being loyal to the houses for which they have been working for years.

Another clothing manufacturer, farther down St. Paul street, thought there was not a scarcity of help, but said that the demand for clothing was greater than the present supply of tailors and tailoresses could produce. Said he:

"If tailors and tailoresses will come to this city they will find work the year around. For labor this city has greater advantages, with one exception, than any other city in the country. This exception is that there is a scarcity of houses to rent. But all this might have been said two years ago. There has been this demand for tailors and tailoresses, especially tailoresses, for that length of time. Good goods have come to stay. The cheap stuff has had its day."

Several of the shoe manufacturers said that there was a demand for specialists, skilled men and women. Some of the shops have been advertising in out-of-town newspapers and trade papers for such help.

"There are lots of poor workmen and many without any trade at all," said a manufacturer who asked that his name be omitted, "but there is a greater demand for good men than ever before. I think the season is going to be a short one and that in four or six weeks we shall not have to advertise for help. However, we have more orders now than we can fill and have enough on hand to keep us running for months. The wet season has put things back. The Western dealers are afraid to order in large quantities and the summer sales have been slow because of the unfavorable weather. There has been a very large production this spring and summer and I believe that within six weeks some of the shops will have reached the end of their busy season. I understand some of the shops have been laying off some of their cutters already. This looks like a short season."

W. P. Davis, president of the W. P. Davis Machine Company, said he believed there was a demand for skilled help, although he himself had plenty at present. He said his company usually took the hands when young and thus made their own journeymen. Business, he said, was very brisk in his industry. Rochester he believed to be particularly favored when orders for clothing, boots and shoes, machinery, canned goods, nursery stock, etc., are given, because of the excellence of the city's products. Mr. Davis said he had noticed these things when he was traveling about the country, and added:

"It is no detriment to a man to say he is from Rochester. Some of the best things the country has come from this city."

There undoubtedly is a scarcity of moderate-priced renting houses in the city, Hon. Henry C. Brewster in speaking of this said he believed there were more being built at present than before in years. It is said that soon several capitalists are to erect many houses of this class.

Began here to last Roch Savings Bank also on Book—

PUBLIC BAND CONCERT
BY
MINGES' MILITARY BAND
J. FRED MINGES, Director.

At GENESEE VALLEY PARK,
SATURDAY AFTERNOON, AUGUST 2nd, 1902.
From 3:00 to 6:00 o'clock.

UNDER THE AUSPICES OF THE ROCHESTER CHAMBER OF COMMERCE, PARK COMMISSIONERS, AND ROCHESTER RAILWAY COMPANY.

PROGRAM

PART I.

1. MARCH—Veni, Vidi, Vici, ... R. B. Hall
2. OVERTURE—Lustpiel . . . . Keler Bela
3. WALTZ—"Symphia" (new), ... Abe Holzmann
4. POLKA—Anvil, ... A. Parlow
5. POTPOURRI—Huguenots . . . . Meyerbeer
6. MEDLEY—Popular Kentucky, ... E. Boettger

PART II.

7. MARCH—Wedding, ... Mendelssohn
8. OVERTURE—Bartholdi, ... F. L. Griswold
9. SELECTION—Southern Plantation, ... Arr. by L. Conterno
10. WALTZ—Idalia, ... C. W. Bennet
11. SOLO FOR BARITONE—The Holy City . . . . Stephen Adams
FRANK GORGANO.
12. OVERTURE—America, ... Theo. Moses

When you are through with this Program do not throw it on the Park Grounds, but in the Receptacle for Waste.

PLEASE TURN OVER.

PUBLIC BAND CONCERT
— BY —
54th REGIMENT BAND
F. A. ZEITLER, Director.

AT HIGHLAND PARK,
SATURDAY EVENING, AUGUST 2, 1902.
From 7:30 to 10:00 o'clock.

Under the Auspices of the Rochester Chamber of Commerce, Park Commissioners, and Rochester Railway Co.

PROGRAM

PART I.

AMERICA.

1. MARCH—A Buffalo Review, - Chas. W. Munnell
2. OVERTURE—Morning, Noon and Night, Von Suppe
3. SELECTION—Maid Marian, - - - De Koven
4. FLOWER SONG—Hearts and Flowers, - Tobani
5. MEDLEY—Loop the Loop, - - Maurice F. Smith
6. WALTZ—Jolly Fellows, - - - - R. Vollstedt

Ten Minutes Intermission.

PART II.

7. MARCH—The Mississippi Bubble, - Chauncey Haines
8. OVERTURE—Queen of Autumn, - - Carl Bigge
9. { a Intermezzo—Cavaleria Rusticana, - Mascagni
   { b Toreador Song—Carmen, - - - Bizet
10. SELECTION—Robin Hood, - - - De Koven
11. MEDLEY—The Head Liner, - - W. H. Mackie
12. WALTZ—Auf Wiedersehn, - - E. H. Bailey

STAR SPANGLED BANNER.

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Historic Scrapbooks Collection

PUBLIC BAND CONCERT

—BY—

54th REGIMENT BAND

F. A. ZEITLER, Director.

AT GENESEE VALLEY PARK,

SUNDAY AFTERNOON, AUG. 3, 1902.

From 3 to 6 o'clock.

Under the Auspices of the Rochester Chamber of Commerce, Park Commissioners, and Rochester Railway Co.

PROGRAM

PART I.

AMERICA.

1. MARCH—Anucizia, - - - Paris Chambers
2. OVERTURE—Fra Diavolo, - - - Auber
3. SELECTION—The Little Duchess, - - DeKoven
4. MAZURKA DE CONCERT—Magnolia, O. E. Sutton
5. MEDLEY—Maiden with the Dreamy Eyes, Boettger
6. WALTZ—Symphia, - - - Abe Holtzman

Ten Minutes Intermission.

PART II.

7. MARCH—The Imperial, - - - Bert Anthony
8. OVERTURE—Pique Dame, - - - Von Suppe
9. { *a* Intermezzo—Love's dream after the Ball, Czibulka
   { *b* Comic—Symphunny No. 1, - - Dalbey
10. SELECTION—Maritana, - - - Wallace
11. CHARACTERISTIC—Cocoanut Dance, (by request) A. Herman
12. Grand American Fantasia, - - - Bendix
    Tone Pictures from North and South

STAR SPANGLED BANNER.

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PUBLIC BAND CONCERT

—BY—

GARRAMONE'S BAND

ROCCO V. GARRAMONE, Director.

At HIGHLAND PARK,

Sunday Afternoon, August 3rd, 1902.

From 3:00 to 6:00 o'clock.

Under the auspices of the Rochester Chamber of Commerce, Park Commissioners, and Rochester Railway Company.

PROGRAM

PART I.

GOLD KING MARCH, ... *Joseph Winneur*

1. OVERTURE—Zampa, ... *F. Harold*
2. ENTRE ACTE—The Bewitching Beauty, *Laurenchau*
3. MEDLEY OF POPULAR SONGS, . . *Sol Bloom*
4. { *A* Love's Dream After The Ball, . . *A. Czibulka*
   { *B.* A Novelette In a Cozy Corner, . . *G. Kimball*
5. TROMBONE SOLO—Down in the Deep Cellar, *Fischer*
   MR. JAMES M. COLE.
6. SELECTION—The Maiden with the Dreamy Eyes, *Boetger*

TEN MINUTES INTERMISSION.

PART II.

7. MEDLEY OVERTURE—Cotton Blossoms, . *M. F. Smith*
8. PARAPHRASE— . . . . . *A. Rubenstein*
9. WALTZ—Jolly Fellows, ... *R. Vollstedt*
10. BOBILAGE, ... *E. Gillet*
11. SERENADE—Love In Idleness, . . . *A. Macbeth*
12. MUSICAL JOKES, ... *J. V. Hamm*

When you are through with this Program do not throw it on the Park Grounds, but in the Receptacle for waste.

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Democrat and

D CHRONICLE, WE

APPLE SHIPPERS HERE.

Convention of National Association to be Opened This Forenoon.

The convention of the National Apple Shippers' Association which opens in Rochester to-day, to continue three days, is expected to draw together between 150 and 200 delegates, representative apple shippers of the country. They are to come here to discuss matters pertaining to their interests and, incidentally, to see beautiful Rochester, which, by the way, is in brighter costume than usual at this time of year, because of the heavy rains.

Business and pleasure will be combined, and many of the delegates will be accompanied by their families. Tallyho drives and suppers are booked. The gates of the city will be opened to the visitors and the key to all pleasures will be in their keeping.

The opening session will be held this morning, beginning at 10 o'clock. Mayor Rodenbeck will deliver the address of welcome. President Henry C. Brewster, of the Chamber of Commerce, will address the gathering in behalf of the business men of the city. Then the apple shippers will be left to themselves. Business sessions will probably occupy most of the remainder of the day.

To-morrow morning will be given up to business. In the afternoon at 2 o'clock the ladies of the party will board tallyho coaches at the Powers hotel and take a drive about the city, taking in the parks and as much of the finer resident district and other places of interest as possible up to 5 o'clock. At this hour chartered trolley cars will start with all the visitors for Ontario Beach, where a banquet will be held at 7 o'clock on the veranda of the Hotel Ontario, while the Sixty-Fifth Regiment Band Plays from its near-by outdoor stand. Returning to the city, the cars will leave the beach at 10:30 o'clock. Friday will be devoted to business with such entertainment for the ladies as may be hereafter decided upon.

It was through the efforts of S. R. Mott, Jr., treasurer of the Genesee Fruit Company, of this city, and state vice-president of the National Apple Shippers' Association, that the convention came to Rochester. Mr. Mott and the Chamber of Commerce put up so excellent a plea for the meeting here that success rewarded their efforts.

The Chamber of Commerce is giving the use of their rooms gratis for the convention and affording all facilities for the transaction of business. Local producers are also doing all in their power to make the meeting a success.

The officers of the association are: President Walter Snyder, Baltimore, Md.; vice-president, C. H. Weaver, Chicago; treasurer, William L. Wagner, Chicago; secretary, A. Warren Patch, Boston.

The following committee has been appointed by the Chamber of Commerce from its membership to act as Entertainment Committee: William C. Barry, chairman; E. M. Upton, Irving Rouse, William Pitkin, E. S. Mayo and J. C. Kalbfleisch.

Democrat &

URSDAY, AUGUST 7

APPLE SHIPPERS IN CONVENTION

OPENING SESSION AT CHAMBER OF COMMERCE.

SOME INSTRUCTIVE PAPERS

Men Wise in Culture of the Popular Fruit, Exchange Ideas—Tallyho Ride and Banquet at Ontario Beach To-Day.

The annual convention of the National Association of Apple Shippers began its session at the rooms of the Chamber of Commerce yesterday morning, with nearly 200 delegates in attendance. There represented the principal apple growing and shipping points in the United States, several delegates from Canada also being present.

President Walter Snyder, of Baltimore, presided. Mayor Rodenbeck made a brief address of welcome to the delegates. It was, the Mayor said, a source of gratification that so many men, representing such an important industry, should be present. They would, he was sure, reap much benefit from a meeting held in the fruit belt of Western New York. He extended the freedom of the city to the visitors.

Hon. Henry C. Brewster, president of the Chamber of Commerce, was next introduced and seconded the welcome which had been extended by Mayor Rodenbeck. He assured the members of the co-operation of the Chamber of Commerce in making the convention a success. He also expressed the hope that the visitors would enjoy their visit socially, in addition to their business duties.

A brief response on behalf of the association was made by ex-President George C. Richardson, of Leavenworth, Kan.

The first business of the convention was the appointment of J. M. Shuttleworth, of Brantford, Ont., as sergeant-at-arms, and

Rochester Savings Bank

COR. MAIN ST. WEST AND FITZHUGH STS.

A New Plan for Saving. You Have the Bank. We Have the Key.

By keeping a bank account you will acquire habits of thrift. Every person, young or old, should keep one.

Small steel safes will be loaned to any person who will leave with us, or send us $1, which amount will be returned on receipt by us of the safe in good condition

Do not hesitate. Call or send and get one for yourself or children.

They will help you save money, and the use of them costs you nothing.



Many Persons Waste Enough in a Lifetime to Make Them Independent

It is not what you EARN but what you SAVE that will make you rich.

5 cents a day in one year amounts to	$ 18.25;	in ten years	$ 182.50
10 cents a day in one year amounts to	36.50;	in ten years	365.00
25 cents a day in one year amounts to	91.25;	in ten years	912.50
$1 a week amounts in one year to	52.00;	in ten years	520.00
$2 a week amounts in one year to	104.00;	in ten years	1,140.00

This is without interest, but the bank adds to their deposits the interest every six months, making the total so much greater.

ROCHESTER SAVINGS BANK,

Cor. Main St., West, and Fitzhugh St.

A NEW PLAN FOR SAVING.

By keeping a bank account you will acquire habits of thrift. Every person, young or old, should keep one.

Small steel safes will be loaned to any person who will leave with us $1, which amount will be returned on receipt by us of the safe in good condition.

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$1 a week amounts in one year to	$52.00;	in ten years	$520.00
$2 a week amounts in one year to	$104.00;	in ten years	$1,040.00

This is without interest, but the bank adds to their deposits the interest every six months, making the total so much greater.

(Pierse turn over.)

the appointment of several committees.

The day was chiefly devoted to the reading of papers relating to apple growing and shipping. These papers, many of which were technical in their nature, covered all manner of subjects connected with apples, from the spraying of the buds to the detection of dishonest methods of packing. The papers were, as a rule, carefully prepared, and were very interesting. Several papers were read by the secretary, in the absence of the authors. A memoir of Charles Foster, chairman of the Executive Committee, who had died since the last meeting, was read and ordered published in the year book of the association.

Professional Exhibitors.

The paper on "Expositions, Their Effects and Results," by C. C. Bell, of Boonville, Mo., was read by the secretary, Mr. Bell not being able to be present. In his paper, Mr. Bell said he greatly favored well conducted exhibitions, and agreed with the late President McKinley, that "Expositions are the timekeepers of progress." He said that they had the effect of bringing people together, for the interchange of ideas, and the result could not be otherwise than broadening. Mr. Bell said, however, that expositions are showing symptoms of degeneracy. At the Pan-American, and also at the Charleston Exposition, a bad element, in the form of the professional exposition follower, had been in evidence. These people, he said, would undertake, for pay, to get together any kind of exhibit, and credit it to any desired locality. All they asked was the pay. He deprecated this feature. At Buffalo, when the committee of which he was a member, applied for space, they encountered this element. The committee refused all offers of a ready-made exhibit. They returned to Missouri, and when the exhibition opened they had a genuine Missouri exhibit.

Mr. Bell incorporated a preamble and resolution in his paper, to the effect that measures should be taken at all future national expositions, and particularly at the forthcoming fair at St. Louis, to secure the genuineness of all exhibits. The resolution recommended rules which would preclude fraud of this nature, and which would provide a guaranty that exhibits came from the locality to which they were accredited.

The paper and resolutions were referred to the committee on the good of the organization.

Comparison of Apples.

A technical, but highly interesting address, entitled "A Comparison of Varieties of Apples, as to Their Keeping Qualities," was given by Professor S. A. Beach, of the Agricultural Experiment Station at Geneva. Professor Beach gave, in much detail, the results of tests made with a great variety of apples kept in natural cold storage. From the statements of Professor Beach, it was a "breakdown" test, accurate data having been kept of the duration of merchantable life of 100 specimens of each variety. As soon as an apple "gave out" it was removed and the date noted, the date of the endurance of the last apple in each lot, the average life of the apples being given. The curious fact was brought out that some of the fall varieties proved to be excellent keepers when subjected to fair treatment.

Professor Beach did not confine himself to the keeping qualities of the apples alone, but detailed the treatment of the trees of different ages, the fertilizers used in each case, the thatch crop where used, and in fact everything which pertained to the growth of the tree and the fruit. The experiments had extended over several years, and Professor Beach was thus enabled to prepare a set of valuable tables, which were ordered printed, with the entire paper, in the year book of the association.

Several questions were asked of Professor Beach. In relation to the use of thatch or cover crops, Professor Beach said their chief use was to retain moisture. He said that the buds for next year are produced this year, and they must have moisture if they were to be well nourished. In fact, he said, the apple, in all of its stages, required moisture, and plenty of it, in its business.

Spraying in Bloom.

"Spraying In Bloom, How it has Stood the Test," was the title of a very instructive paper by C. H. Shafer, of Gasport, N. Y. During the present season Mr. Shafer has been making some careful tests in the matter of spraying, and he produced several branches bearing fruit, with which he gave a graphic illustration of the results in different cases. In a general way, he had found that spraying the blossoms, when they first opened, resulted in blighting them. When sprayed with the copper solution and no poison, after the blossoms were a few days old, and then spraying with the mull Bordeaux mixture some two weeks after the fruit had set, good results followed. One of the branches shown by Mr. Shafer was from a tree which had not been sprayed. It showed scabby fruit and also showed the codling moth. Other branches, which had been sprayed in the manner detailed by Mr. Shafer, showed fair fruit in abundance.

Mr. Shafer said that an examination, continued through five days, in an apple orchard in full bloom, showed an entire absence of bees or other insects, which, he claimed, demonstrated that the bee is not necessary to fertilize the blossoms.

The subject of spraying apple trees was covered at considerable length by Mr. Shafer. He referred to several well-known Western New York apple growers who had secured excellent results through judicious spraying.

The paper by Mr. Shafer elicited much interest, and a motion that it be published in full in the minutes of the organization, was unanimously adopted.

Effects of Bitter Rot.

The next paper was on "The Bitter Rot," by Professor J. T. Stinson, of the Missouri State Fruit Experiment Station, at Mountain Grove, Mo. Professor Stinson was unable to be present in person, and the paper was read by the secretary. From Professor Stinson's paper it appears

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MAYOR RETURNS FROM HIS TRIP UP THE VALLEY

Democrat and Chronicle
Sat. Aug 6 1902

Reports Great Damage to Crops and Land by the July Floods—Large Amount of Evidence Taken.

Mayor Rodenbeck and the members of the local committee on flood statistics returned late yesterday from their trip up the Genesee valley. The party left Rochester early Thursday morning and passed one entire day in Mt. Morris and the greater part of yesterday in Geneseo. Besides the mayor Edmund Ocumpaugh, Assistant Superintendent Radenhurst of the waterworks office and Stenographer Meagher took the trip.

It was found by the testimony of witnesses that the damage done by the July flood to crops and land was enormous. In some places acres of farm land were completely devastated and the soil was so washed out that nothing can be done in the way of replanting this year. The destruction of the corn and bean crops made it necessary for many of the canning factories up the valley to reduce their working force, and besides hundreds of farm laborers were discharged because there was nothing for them to do.

Among the witnesses who appeared before the mayor and committee at Mt. Morris were Byron Sweet, John E. White, John M. Hastings, Fred Simonson, James Kyle, John F. White, John Prophet and A. C. Olp. After hearing what these property owners had to say of the damage the party visited the two sites for a dam at Mt. Morris, and Thursday night went to Geneseo.

It rained at Geneseo yesterday morning and the party was unable to drive about, but a conference was had with W. Austin Wadsworth and his agent, Mr. Brodie, in regard to the damage at that place. Herbert Hanby, who has charge of the Wadsworth farms, and James Robinson were also seen.

The committee then set out for home.

In regard to the trip Mayor Rodenbeck this morning said:

"The damages were found to be even greater than was thought to be the case. Many farmers sustained almost a total loss. Within a short time after the hearing began at Mt. Morris damages aggregating $100,000 were established. In most cases the crops had been absolutely destroyed. In some cases part of the banks had been washed away and carried down stream, in others the surface soil had been washed away, while in still others the land had been so filled up with silt as to make it unserviceable. There were also special damages in the way of buildings and fences destroyed.

"The flood in July seems to have been the most disastrous that the valley has suffered. The lands on the flats are frequently overflown in the spring, but this overflow occurs when the ground is more or less frozen and little damage is done as compared with that wrought by the recent flood. On one farm of six hundred and fifty acres but fifty acres remain tillable. The remaining six hundred will be useless until next spring. Another farm, which was valued at $20,000, was damaged fully $10,000. All of the lowlands along the valley were overflown and more or less damage done to crops, soil, fences, barns and other structures.

"It is the purpose of the committee to collect these flood data, including data as to the height of the water, and turn the material over to the state commission. The facts already obtained will be supplemented by information received through correspondence. It is the purpose of the sub-committee on statistics to present to the general committee a complete record, as far as obtainable, of the overflows of the river. This record, it is believed, will furnish a strong argument for the necessity for the construction of a storage reservoir to protect the lives, health and property of the people affected."

...and Kansas. The paper devoted considerable space to a technical description of the disease, which was discussed in much detail. No adequate remedy seems to have been found.

A large portion of Professor Stinson's paper was devoted to apple conditions generally in Missouri, Arkansas and Kansas. From the figures given it appears that there will probably be an average, in the three states, of about 30 per cent of a full crop, although it was stated that the fruit at present appears so fine that it is likely to be overestimated. On the whole, the report was optimistic.

Recurring again to the bitter rot, the paper suggested remedies which are being tried. These include spraying the trees with copper sulphate and lime and also the ammoniacal solution of copper. Some growers were using the Bordeaux mixture. It seems that the disease often develops after the fruit has been placed in barrels. Professor Stinson only suggested the remedies named tentatively, saying that the disease is yet to be carefully studied, with reference to a sure and safe remedy.

Changes in the Trade.

"Some Changes in the Apple Trade in the Past Twenty Years" was the title of a paper written by [illegible] Newhall, of Chicago. It treated chiefly of different methods of grading and packing the fruit, and dwelt on the necessity of carefully packing fruit, in order that it might strictly conform to the grade markings on the barrel. Some reference was also made to the difference in quality between the apples of to-day and those grown twenty years ago, somewhat to the advantage of the latter.

The paper was replete with advice to growers to be conscientious in the matter of grading. The desirability of a uniform size of package for fruit was also pointed out.

Several papers and reports went over until this morning's session, which will begin at 10 o'clock.

This afternoon the ladies who are present with the delegates will be given a tallyho ride about the city, and the park and other points of interest will be visited. In the evening a banquet will be given at the Hotel Ontario at Ontario Beach. The business session will probably be continued into to-morrow.

The officers of the association are: President, Walter Snyder, Baltimore, Md.; vice-president, C. H. Weaver, Chicago; treasurer, William L. Wagner, Chicago; secretary, A. Warren Patch, Boston.

RIVER RETAINING WALL.

Erie Railroad Company at Work—To Prevent Further Damage.

Post Express Aug. 7, 1902

The tracks of the Erie railroad, between Clarissa street bridge and the Court street station, a distance of about three-fourths of a mile, are to be raised three feet above the present level. The announcement comes in the nature of a surprise to many who thought the company would wait for the city to take some action in building aretaining wall.

Work has begun in elevating the track this morning. Several hundred men are engaged in the work. Many carloads of gravel and ballast have been dumped along the roadbed for use in the work. The officials hope to have it completed within a month.

Along this stretch of road the tracks run parallel with the Genesee river and every spring freshet submerge the tracks in water two feet deep. Trains are delayed, sometimes, as during last March traffic has been wholly tied up, and great damage has been done to the roadbed. The raising of the tracks will abate this trouble, it is expected.

Further than that the new road bed will act as a retaining wall for the river, preventing its overflow to Exchange street and intersecting thoroughfares. The overflow of the water last spring filled sewers and gacked up into the cellars of down town commercial buildings. Power, heat and light were lost as a consequence.

The present roadbed is about three feet higher than the level of the river and the addition will make a retaining wall six feet in height. It is figured that no freshet will bring down sufficient water to overflow this.

Flood Commission Meeting.

Yesterday Secretary Ives, of the Chamber of Commerce, received a telegram from Secretary Harry Bates, of the State Flood Commission, requesting a postponement of the meeting of the commission to be held in this city, and asking if August 21st and 22nd would be convenient. These dates are satisfactory to all concerned here. D-D-C Aug 8, 1902.

PUBLIC BAND CONCERT
B
MINGES' MILITARY BAND
J. FRED MINGES, Director.
At SENECA PARK EAST,
SATURDAY AFTERNOON, AUGUST 9th, 1902.
From 3:00 to 6:00 o'clock.
UNDER THE AUSPICES OF THE ROCHESTER CHAMBER OF COMMERCE, PARK COMMISSIONERS, AND ROCHESTER RAILWAY COMPANY

PROGRAM

PART I.

1. MARCH—Harmony Moze, ... *Harry Mills*
2. OVERTURE—The Silver Bell, ... *Schlepegrell*
3. INTERMEZZO—Cupid's Garden, ... *Max Eugene*
4. MEDLEY—Blaze Away, ... *Abe Holzmann*
5. WALTZ—Wild Roses, ... *Russell Childs*
6. HUNTING SCENE—The Stampede, ... *Pettee*

TEN MINUTES INTERMISSION.

PART II.

7. MARCH—The King's Fighting Man, . . *L. C. True*
8. SELECTION—Tannhäuser, ... *Wagner*
9. WALTZ—Georgie, ... *Pettee*
10. GRAND FANTASIA—Field of the Cloth of Gold, *Victor Bout*
11. MEDLEY—Mills' Merry Melodies No. 2, . *arr. M. F. Smith*
12. STAR SPANGLED BANNER (new) . . . . *Sousa*

MORNING COLORS.

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PUBLIC BAND CONCERT
—BY—
54th REGIMENT BAND
F. A. ZEITLER, Director.
AT GENESEE VALLEY PARK,
SATURDAY AFTERNOON, AUGUST 9, 1902
From 3 to 6 o'clock.

Under the Auspices of the Rochester Chamber of Commerce, Park Commissioners, and Rochester Railway Co.

PROGRAM

PART I.

AMERICA.

1. MARCH—Bmosylven, . . . W. Paris Chambers
2. OVERTURE—The Royal Message, . W. H. Lee
3. SELECTION—The Burgomaster, . Gustav Luders
4. { a Concert Piece, La Verona, . . . Dalbey
   { b Patrol, American National Guard, . Tobani
5. WALTZ—Symposia, ... Theo. Bendix
6. MEDLEY—Sweet Old Songs, . . . Dalbey

Ten Minutes Intermission.

PART II.

7. MARCH—The Metronome Prize, . J. C. Heed
8. OVERTURE—Light Cavalry, . . Von Suppe
9. SERENADE—La Bella Mexicana, . Otto Langey
10. GRAND POTPOURRI—Musical Jokes, J. V. Hamm
11. WALTZ—Land of My Dreams, . A. Herman
12. MEDLEY—All to the Good, . . Boettger

STAR SPANGLED BANNER.

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PUBLIC BAND CONCERT
BY
GARRAMONE'S BAND
ROCCO V. GARRAMONE, Director.
At GENESEE VALLEY PARK,
Sunday Afternoon, August 10th, 1902.
From 3:00 to 6:00 o'clock.
Under the auspices of the Rochester Chamber of Commerce, Park Commissioners, and Rochester Railway Company.

PROGRAM

PART I.

1. MARCH—Uncle Sam, ... *C. W. Dalbey*
2. OVERTURE—If I Were King, . . . *A. Adam*
3. MAZURKA DE CONCERT—La Carina, . *R. G. Young*
4. SELECTION—The Chaperones, . . . *Witmarks*
5. IN THE MILL. . . . . *E. Gillet*
6. DESCRIPTIVE PARAPHRASE—Rocked in the Cradle of the Deep, . . . *Chas. Laurendeau*

TEN MINUTES INTERMISSION.

PART II.

7. OVERTURE—Merry Minstrels, ... *Volker*
8. ZAMONA—An Arabian Intermezzo, . . *Loraine*
9. VALSE DE CONCERT—Symphia, . . *Holzmann*
10. { a. Simple Owen, ... *F. Thorne*
    { b. Dance of the Night Hawks, . . *F. J. Gurney*
11. SELECTION—Maritana, ... *Wallace*
12. PATROL—Blue and the Grey, . . . *Dalbey*

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SATURDAY CONCERTS.

Roc & Chron Aug 9 1902

Fifty-Fourth Regiment Band and Minges's Band to Give Them.

To-morrow's band concerts are to be at Genesee Valley Park and Seneca Park east. Last Saturday and Sunday they were in Genesee Valley Park and Highland Park. To-morrow afternoon from 3 to 6 o'clock the Fifty-fourth Regiment Band will play at Genesee Valley Park. Minges's Band will be at Seneca Park east during the same hours. This is the Genesee Valley Park programme:

PART I.

"America" . . . . .
1. March—"Emperiven" . . . Paris Chambers
2. Overture—"The Royal Message" . . . . . W. H. Lee
3. Selection—"The Burgomaster" . . . . . Gustav Luders
4. (a) Concert piece, "La Verona" . . . Dalbey
   (b) Patrol, "American National Guard" . . . . . Tobani
5. Waltz—"Symposia" . . . . . Theo Bendix
6. Medley—"Sweet Old Songs" . . . . . Dalbey

Ten minutes' intermission.

PART II.

7. March—"The Metronome Prize" . . . . . J. C. Heed
8. Overture—"Light Cavalry" . . . . . Von Suppe
9. Serenade—"La Bella Mexicana" . . . . . Otto Langey
10. Grand potpourri—"Musical Jokes" . . . . . V. Hamm
11. Waltz—"Land of My Dreams" . . . . . A. Herman
12. Medley—"All to the Good" . . . . . Boettger
"Star Spangled Banner" . . . . .

This is the programme to be given at Seneca Park:

PART I.

1. March—"Harmony Moze" . . . . . Harry Mills
2. Overture—"The Silver Bell" . . . . . Schlepegrell
3. Intermezzo—"Cupid's Garden" . . . . . Max Eugene
4. Medley—"Blaze Away" . . . . . Abe Holzmann
5. Waltz—"Wild Roses" . . . . . Russell Childs
6. Hunting scene—"The Stampede" . . . . . Pettee

Ten minutes' intermission.

PART II.

7. March—"The King's Fighting Man" . . . . . L. C. True
8. Selection—"Tannhauser" . . . . . Wagner
9. Waltz—"Georgie" . . . . . Pettee
10. Grand fantasia—"Field of the Cloth of Gold" . . . . . Victor Bout
11. Medley—"Mills's Merry Melodies," No. 2 . . . . . Arr. M. F. Smith
12. "Star Spangled Banner" . . . . . Sousa
"Morning Colors" . . . . .

Democrat and Chronicle Aug 8 1902

MISSOURI THE APPLE STATE

NEW YORK RELEGATED TO SECOND PLACE.

CROP CENTER IN THE WEST

Monroe County Sixth in the Country in Point of Number of Trees—Suggestive Paper by Prof. W. A. Taylor, Before Apple Shippers.

The reading of papers was continued at the meeting of the National Apple Shippers' Association in the Chamber of Commerce rooms yesterday morning. This with the report of the necrologist occupied the time of the convention. The papers read were: "Selection and Packing of Apples," by O. R. Pierce, Hudson, Mich.; "Modern Apple Orcharding," illustrated, by Professor John Craig, Cornell University, College of Agriculture, Ithaca, N. Y.; report of Committee on Grades, D. S. Beckwith, chairman; "Primitive and Modern Cold Storage," by D. S. Beckwith, Albion, N. Y.; "Pruning the Orchards," Professor W. N. Hutt, Department of Agriculture of Canada; "The Commercial Apple Areas of the United States," by Professor W. A. Taylor, pomologist in charge of field investigation, United States Department of Agriculture, Washington, D. C.

D. S. Beckwith in his paper traced the development of the modern refrigerator systems. In part he said:

"Professor Benjamin M. Nyce, of Kingston, Decatur county, Ind., was the first to make a commercial success of the cold storage of fruit. Professor Nyce, being in poor health, had been advised by his physicians to eat plenty of fresh fruit throughout all the year. This in the year 1850 seemed impossible, but his attention was turned to the preservation of fruits. His first house was built on his brother's farm, a building about twelve or fourteen feet square by twenty feet high. It had double walls packed with dry leaves and a metal floor above of tin or sheet iron for the ice. The fruit was stored below. In this house fruit did not keep well and the storage room suffered from dampness and must.

"A year or two later he built another house on another farm and it was considered a great improvement. The walls of this house were packed with clover chaff. The next house was built in Greensburg, and about this time, in the year 1860 or 1861, the first patent was granted.

"The Indianapolis house was built and was, perhaps, the first real success, by reason of the outside metal sheating and the introduction of absorbents to reduce moisture. The metal door for the ice was, however, in all of these houses and upon this he received a patent.

"The advance in all departments of mechanical refrigeration has brought about its application to many goods which are not perishable and which, until within late years, would not have been considered of a character to be benefited by refrigeration. In this class are fabrics of various kinds, such as furs, carpets, rugs, silks, tapestries and upholstered furniture. The first cold storage plant in the United States for these goods was established by the storage warehouse department of the American Security and Trust Company of Washington, D. C., in 1894.

(1744)

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

PUBLIC BAND CONCERT

—BY—

54th REGIMENT BAND

F. A. ZEITLER, Director.

SENECA PARK EAST

SUNDAY AFTERNOON, AUG. 10, 1902

From 3:00 to 6:00 o'clock.

Under the Auspices of the Rochester Chamber of Commerce, Park Commissioners, and Rochester Railway Co.

PROGRAM

PART I.

AMERICA.

1. MARCH—Bohemian Girl, - - - Balfe
2. OVERTURE—Zampa, - - - F. Herold
3. { *a* Idyl, The Shepherd's Serenade, - Laurendeau
   { *b* Goblin's Frolic, Characteristic, - F. O'Neill
4. GRAND SELECTION—Faust, - Gounod
5. WALTZ—Moonlight on the Hudson, - A. Herman
6. MEDLEY—The Record Breaker, - W. C. O'Haer

Ten Minutes Intermission.

PART II.

7. MARCH—Stars and Stripes, - - Sousa
8. OVERTURE—Martha, - - Fr. V. Flotow
9. Sacred Song for Cornet—For all Eternity, L. Thomas
   Mr. S. Bassett
10. GRAND SELECTION—The Huguenots, Meyerbeer
11. PATROL—The Mystic Shriners, - Selmar Meyer
12. MEDLEY—Blaze Away, - Maurice Smith

STAR SPANGLED BANNER.

When you are through with this Program, do not throw it on the Park Grounds, but in the receptacle for waste. (Please turn over.)

"After many experiments it has been learned that a temperature below 40 degrees is effective, but many houses employ a temperature of from 28 to 30 degrees. Raw silk is placed in cold storage and, if kept in a temperature below freezing point, it does not lose its weight by the evaporation of the natural moisture. The cold air is also said by experts to preserve the luster of the goods. In some cases the temperature is kept as low as 10 degrees, and when the bales of silk are taken out of cold storage they feel like blocks of ice."

Professor Taylor's paper on "The Commercial Apple Areas of the United States" contained the latest statistics bearing upon the subject. Proof sheets of statistics on the growth of the apple industry in the country which he had just received Wednesday from the Census Department at Washington furnished him with information up to June 1, 1900. This matter has not yet been published, but Professor Taylor used it, revising his paper, so that the association had an opportunity of profiting by the latest data on the subject.

In presenting his subject, Professor Taylor made use of a map which he had prepared. On this he had colored green all counties that have from 100,000 to 200,000 apple trees bearing; those that have from 200,000 to 300,000 were colored red; those having from 300,000 to 400,000, blue; those having from 400,000 to 500,000, brown, and those having more than 500,000, yellow.

According to the twelfth census, the result of which the speaker had just received, the total number of apple trees of bearing age in the commercial orchard areas of the United States is 210,000,000. These figures, of course, relate to conditions on June 1, 1900. This is an increase of 75,000,000 over the number in 1890. The yield from this area in 1899 was 175,000,000 bushels.

Considering the apple areas by districts, there are 39,500,000 trees in the North Atlantic section, 25,500,000 in the South Atlantic, 92,000,000 in the North Central, 31,000,000 in the South Central and 18,000,000 in the Western district, which includes the Rockey mountain states and the Pacific slope.

From the figures just given, it is seen that of the whole number of trees the North and South Central districts have 123,000,000, which is nearly three-fifths of the total number. The number of trees possessed by the leading states are: Missouri, 20,000,000; New York, 15,000,000; Illinois, 13,500,000; Kansas and Pennsylvania, each a little less than 12,000,000 trees. There are seven states that have more than 10,000,000 trees each. In order of the number possessed by each, they are Missouri, New York, Illinois, Ohio, Kansas, Pennsylvania and Michigan.

In a list of counties, each having more than 400,000 trees, Monroe county stands sixth. The first ten of these follow in order: Benton county, Arkansas, 1,613,356; Washington county, Arkansas, 1,555,146; Niagara county, N. Y., 924,086; Wayne county, N. Y., 796,610; Marion county, Ill., 795,188; Monroe county, N. Y., 789,409; Clay county, Ill., 751,727; Erie county, N. Y., 631,283; Orleans county, N. Y., 629,401; Wayne county, Ill., 604,215. It is also known by the statistics that in the great section devoted to the production of the Ben Davis and Winesap varieties there are now twice as many trees as in that section which is characterized by the production of Baldwins and Northern Spies.

In concluding his paper, Professor Taylor said that the East might from this time expect the sharpest competition from the growers and shippers of the West and South. The great apple bin of the country, he said, had been shifted to the west of the Alleghanies. The paper was listened to throughout with marked attention. When he had finished, the speaker was heartily applauded and a vote of thanks was tendered him.

In the afternoon the convention went into executive session. The time was spent largely in the discussion of crop conditions, methods of preserving apples, etc. The election of officers was also held, resulting in the choice of those of last year. D. O. Wiley, of Detroit, Mich., was elected chairman of the Executive Committee in the place of Charles Forster, who died during the past year. The chief officers of the association are: President, Walter Snyder; vice-president, C. H. Weaver; secretary, A. Warren Patch; treasurer, William L. Wagner, and statistician, B. W. Snow.

The last session of the yearly meeting will be held this morning, commencing at 9 o'clock. The report of the Press Committee will then be received and the place of next year's meeting determined. This report will include the crop estimate for the year and other matters of importance.

In the afternoon the ladies who are present in the city with members of the association were given a tallyho ride about the city, this having been arranged by a committee of local apple dealers. The session of the association closed at 4:30 o'clock and the members and ladies were taken in trolley cars to Ontario Beach, where a banquet was served in Hotel Ontario in their honor.

APPLE STATISTICS

Interesting Paper Read by Professor W. A. Taylor.

ELECTION OF OFFICERS

Another Good Day Put in by the Apple Shippers in Their Annual Convention — The Ladies Enjoyed a Drive About City After Which the Entire Party Banqueted at the Beach.

Another busy and profitable day was put in yesterday by the National Apple Shippers' Association, there being plenty of business and a good time as well. Several interesting papers were read, and at adjourned to Ontario Beach, where a banquet was had on the veranda.

Many more delegates had arrived over night, so there were over 200 present when President Snyder called the meeting to order yesterday morning. Several papers wear read, chief among them being that of Professor W. A. Taylor, pomologist in charge of field investigation in the United States Department of Agriculture at Wasington. It contained statistics bearing on the apple industry in the United States, compiled from statistics gathered by the 12th census, the matter being brought down to June 1, 1900. The subject of his paper was, "The Commercial Apple Areas of the United States."

To bring the commercial apple areas of the United States vividly before the eyes of his auditors, Professor Taylor had prepared a map of the country in which, taking the county as the unit, those counties having from 100,000 to 200,000 apple trees in bearing were colored green; those having from 200,000 to 300,000 red; from 300,000 to 400,000, blue; from 400,000 to 500,000, brown and more than 500,000, yellow.

The total trees of bearing age in the commercial orchard areas of the United States up to June 1, 1900, according to the twelfth census, is 210,000,000, an increase of 75,000,000 or more than 40 per cent. over the apple area of 1890. This commercial area of 1900 yielded in 1899 somewhat more than 175,000,000 bushels.

By districts, the North Atlantic apple section has 39,500,000 trees, the South Atlantic, 25,500,000; the North Central, 92,000,000; the South Central, 31,000,000 and the Western district including the Rocky Mountain states and the Pacific slope, 18,000,000.

Out of the total number of trees in the country, the North and South Central districts possess 123,205,000, or nearly three-fifths. There are divided among the leading states as follows: Missouri, 20,000,000; New York, 15,000,000; Illinois, 13,500,000; Kansas and Pennsylvania, a little less than 12,000,000 each.

Seven states have more than 10,000,000 trees each. In order they are Missouri, New York, Illinois, Ohio, Kansas, Pennsylvania and Michigan.

As indicative of the relative density of planting there are 35 companies in the United States which have more than 400,000 trees each. They are as follows: Benton Company, Arkansas, 1,613,356; Washington Company, Arkansas, 1,555,146; Niagara Company, New York, 924,086; Wayne Company, New York, 796,610; Marion Company, Illinois, 795,188; Monroe Company, New York, 789, 409; Clay Company, Illinois, 751,727; Erie Company, New York, 631,283; Orleans Company, New York, 629,401; Wayne Company, Illinois, 604,215.

The statistics show that in the great Ben Davis-Winesap section of the country there are to-day nearly twice as many trees as in the famous Baldwin-Northern Spy region.

"The lesson," said Professor Taylor, "is obvious. We in the East must be prepared to meet the keenest competition from the West and South. It is now assuredly true, as has often been remarked of late, that the great apple bin of the United States has been shifted to the west of the Alleghanies."

At the afternoon session there were more papers and routine business was transacted. The following officers were elected for the coming year: President, Walter Snyder, Baltimore, Md.; vice president, C. H. Weaver, Chicago; treasurer, William L. Wagner, Chicago; secretary, A. Warren Patch, Boston; chairman of the executive committee, D. O. Wiley, Detroit.

While the delegates were doing business in the Chamber of Commerce rooms their wives and sweethearts were seeing the sights about the city. They left Powers Hotel early in the afternoon in a tally-ho, driving about the main parts of the city and also taking in the parks. They returned to the hotel at 5 o'clock, where they were joined by their husbands, and all repaired to Ontario Beach Hotel, where a banquet was enjoyed on the veranda. The return was made to the city on special cars last night about 10:30 o'clock. The tables were decorated with beautiful flowers, the gift of William C. Barry.

OFFICERS.

WALTER SNYDER, President.
C. H. WEAVER, Vice-President.
A. WARREN PATCH, Secretary.
WM. L. WAGNER, Treasurer.
B. W. SNOW, Statistician.

COMMITTEES.

EXECUTIVE:

CHARLES FORSTER, Chairman. E. N. LOOMIS. D. O. WILEY.
M. H. PETERSON. C. M. DAVIDSON.

TRANSPORTATION:

GEO. C. RICHARDSON, Chairman. J. D. HENRICKSON. C. H. WILLIAMSON.
G. G. LIEBHARDT. F. S. MEAD. JOHN CURREN.
C. H. BAHRENBURG. EBEN JAMES. M. G. RICHMOND.
JOHN W. NIX.

ARBITRATION:

C. H. KIMBALL, Chairman. S. A. WHEELOCK. W. H. WHITNEY.
J. C. SMITH. C. L. STACEY.

GRADES:

D. S. BECKWITH, Chairman. WALTER WEBLING. L. K. SUTTON.
G. W. BUTTERWORTH. H. O. POPE.
W. O. ANDERSON. WM. DIXON.

OFFICIAL PROGRAMME

OF THE

»EIGHTH ANNUAL MEETING«

OF THE

NATIONAL APPLE SHIPPERS ASSOCIATION,

HELD AT

ROCHESTER, N. Y.

Wednesday, Thursday and Friday,

August 6, 7, & 8, 1902.

PROGRAMME.

1. Convention called to order, 10 A M.
2. Address of Welcome by Hon. Adolph J. Rodenbeck, Mayor of Rochester, N. Y. and Hon. Henry C. Brewster, Pres. Rochester Chamber of Commerce.
3. Response by Ex-President Geo. C Richardson, Leavenworth, Kansas.
4. Appointing Sergeant-at-Arms.
5. Reading of records last annual meeting.
6. Address of the President.
7. Appointing of Committees, Finance, Press, Good of Association, Standard Barrels.
8. Communications to be read and disposed of.
9. Report of Executive Committee, E. N. Loomis, Acting Chairman.
10. Address, "Transportation," R. J Graham, Belleville, Ont.
11. Report of Statistician, B. W. Snow, Chicago, Ill.
12. Address, "Observations upon European Methods on Securing Enormous Prices for First-Class Fruit," Prof. J. C. Whitten, Germany.
13. Report of Transportation Committee, G. C. Richardson, Chairman.
14. Address, "Expositions; Their Influence, Effects and Results," Ex-President, C. C. Bell, Booneville, Mo.
15. Report of Arbitration Committee, C. H. Kimball, Chairman.
16. Address, "Selection and Packing of Apples," O. R. Pierce, Hudson, Mich.
17. Address, "A Comparison of the Varieties of Apples, as to their Keeping Qualities." Prof. S. A. Beach, Agricultural Experiment Station, Geneva, N. Y.
18. Address, "Grades of Apples," Wm. Dixon, Hamilton, Ont.
19. Address, W. S. Mitchell, President National League of Commission Merchants, Louisville, Ky.
20. Address, "Modern Apple Orcharding," (Illustrated), Prof. John Craig, Cornell University, College of Agriculture, Ithaca, N. Y.
21. Report of Committee on Grades, D. S. Beckwith, Chairman.
22. Address, "Spraying in Bloom. Has it Stood the Test?" C. H. Shafer, Gasport, N. Y.
23. Address, "Moths and their Extermination," Prof. J. T. Stinson, Missouri State Fruit Experiment Station, Mountain Grove, Mo.
24. Address, "Apples of the Ozarks," J. L. Rea, Van Buren, Ark.
25. Address, "Some Changes in the Apple Trade in the Last Twenty Years," B. Newhall, Chicago, Ill.
26. Address, "Primitive and Modern Cold Storage," D. S. Beckwith, Albion, N. Y.
27. Address, "The Problem of Field Buying; the Function; the Responsibility; the Risks," L. K. Sutton, Columbus, O.
28. Address, "Pruning the Orchards," Prof. W. N. Hutt, Department of Agriculture of Canada.
29. Address,
30. New Business. Introduction of subjects for discussion.
31. Report of Special Committees.
32. Address, "The Commercial Apple Areas of the United States," Prof. W. A. Taylor, Pomologist in charge of Field Investigation U. S. Dept. of Agriculture, Washington, D. C.
33. Report of Committees on Press, Good of the Association Standard Barrels.
34. Report of the Secretary.
35. Report of the Treasurer.
36. Report of Finance Committee.
37. Election of Officers and Induction to Office.
38. Action relating to city in which the ninth annual meeting shall be held.
39. Reports of State Vice-Presidents:

Arkansas,	J. L. Rea.
California,	S. I. Roper.
Colorado,	G. G. Liebhardt.
Illinois,	C. H. Williamson.
Iowa,	C. F. Francis,
Kansas,	G. C. Richardson.
Massachusetts,	H. F. Whitney.
Maine,	F. D. Cummings.
Kentucky,	E. H. Bowen.
Louisiana,	G. W. Davison.
Maryland,	E. S. Evans.
Michigan,	O. R. Pierce.
New Jersey,	C. Wolters.
Minnesota,	W. A. Murphy.
Missouri,	C. C. Bell.
Nebraska,	O. W. Butts.
New York,	S. R. Mott, Jr.
Ohio,	J. J. Pitts.
Ontario,	H. W. Dawson.
Pennsylvania,	J. D. Hendrickson.
Wisconsin,	J. H. Wussow.
New York City,	Austin Kimball.
Chicago,	C. W. Wilmeroth,
Nova Scotia,	J. M. Shuttleworth.

40. Appointment of Committees for 1903, Transportation, Arbitration, Grades.

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GREAT APPLE-REGIONS OF THE COUNTRY.

Among the guests of Rochester this week are the members of the National Apple Shippers' Association, whose sessions in the Chamber of Commerce rooms have been marked by the reading of some interesting papers regarding the growing, keeping and marketing of apples.

Western New York, particularly Monroe, Wayne, Orleans and Niagara counties, has long enjoyed a high reputation for the quantity and quality of its apple crop. New York state popularly has been credited with the primacy in both the amount and quality of that noble fruit; but a paper read on Thursday by Professor W. A. Taylor, pomologist in charge of field investigation, United States Department of Agriculture, shows that New York now holds second place in the number of apple trees it possesses, and Missouri unexpectedly turns up at the head of the column. The figures are for Missouri, 20,000,000; New York, 15,000,000; Illinois, 13,500,000; Kansas and Pennsylvania, each about 12,000,000. Michigan, which was supposed to come next to New York in the magnitude of its apple crop, is really in the seventh place.

In determining the rank of counties in the United States, Professor Taylor showed that Benton county, Arkansas, comes first with 1,613,366 trees; Washington county, Arkansas, next, with 1,555,140; Niagara county, New York, third, with 924,086; Wayne county, New York, fourth, with 796,610; Marion county, Illinois, fifth, with 795,188, and Monroe county, New York, sixth, with 789,469.

These figures dealt only with the comparative magnitude of the apple fields of the state. Nothing was said of the quality of the fruit. Perhaps a comparison upon that point would make a better showing for the orchards of Western New York. Climate and soil make a great difference in the keeping quality and flavor of apples. The impression prevails that the climate of this section is specially favorable to the production of the best quality of fruit. But popular impressions frequently have to be revised in the presence of facts accumulated by experts, and it may be shown that other sections can produce as good apples as our own. However, no better need be desired anywhere.

APPLE CROP PROSPECTS.

Press Committee of the Shippers Association Made Its Report.

The annual convention of the National Apple Shippers Association was brought to a close yesterday morning in the Chamber of Commerce rooms. The meeting was an executive one, matters of a private nature being discussed at length. The report of the press committee was made and a great deal of comment was made on this, it being the main business of the session. When the business was completed, the convention adjourned to meet next year at Niagara Falls.

Following is the report submitted by C. H. Wheeler, chairman of the press committee:

"The press committee of the National Apple Shippers Association reports the condition of the apple crop AUGUST 1, 1902, for the United States and Canada, on a basis of the large crops of 1897 for the Ben Davis-Winesap section, and of the 1900 for the Baldwin-Greening-Spy section, both ideal crop years for their respective sections, the large crop in each of the years named being offset by the corresponding small crop in the other section.

"In estimating the percentages we have taken into consideration the fact that the Central and Western states each year since 1897 have largely increased in number of bearing trees. These percentages should not be compared with the government and state crop estimates, which are figured on a different basis. The report is based on the percentage of prospective quantity of apples promised in comparison with the two different years named. Present conditions would indicate the largest yield in recent years.

New York, 90% of the 1900 crop. Quality, poor to good.
Pennsylvania, 100%. Quality, fair to good.
New Jersey, 100%, 1900 being the off year. Quality, good.
Maryland, 25%. Quality, poor to fair.
Delaware, 40%. Quality, fair.
Ohio, 100%, 1900 being the off year. Quality, poor to good.
Michigan, 100%. Quality, poor to good.
Maine, 75%. Quality, fair to good.
New Hampshire, 75%. Quality, good.
Massachusetts, 70%. Quality, fair to good.
Vermont, 65%. Quality, fair to good.
Connecticut, 70%. Quality, fair to good.
Rhode Island, 10%. Quality, fair to good.
Nova Scotia, 100%, 1900 being the off year. Quality, poor to good.
Ontario, 100% Quality, poor to good.
Missouri, 90% of 1897 crop. Quality, good.
Illinois, 80%. Quality, good.
Arkansas, 75%. Quality, good.
Kansas, 65%. Quality, good.
West Virginia, 75%, 1897 being the off year. Quality, poor to fair.
Virginia, 75%. Quality, poor to fair.
Iowa, 100%, 1897 being the off year. Quality, fair to good.
Nebraska, 95%. Quality, good.
Indiana, 60%. Quality, poor to fair.
Wisconsin, 50%. Quality, poor.
Kentucky, 40%. Quality, poor to fair.
Tennessee, 40%. Quality, poor to fair.
California, Oregon, Washington and Colorado have excellent crops of good quality, with no reports of 1897 crop on which to base percentage.

All the delegates were enthusiastic over the cordial treatment they received at the hands of the Rochester representatives of the association and the Chamber of Commerce. Before adjourning a vote of thanks was extended to all who had in any way helped to make the convention so successful and enjoyable.

PUBLIC BAND CONCERT
BY
MINGES' MILITARY BAND
J. FRED MINGES, Director.
At GENESEE VALLEY PARK EAST.
SATURDAY AFTERNOON, AUGUST 16th, 1902.
From 3:00 to 6:00 o'clock.
UNDER THE AUSPICES OF THE ROCHESTER CHAMBER OF COMMERCE, PARK COMMISSIONERS, AND ROCHESTER RAILWAY COMPANY.

PROGRAM

PART I.

1. MARCH—The Ragamuffins, . . . *W. C. Harvey*
2. OVERTURE—Murmuring of the Forest, . . *Gressinger*
3. DANCE—Japonica, ... *Tony Stanford*
4. SELECTION—Florodora, ... *Leslie Stuart*
5. WALTZ—When Knighthood was in Flower, . *L. V. Gustin*
6. MEDLEY—The Hummer, . . *arr. by W. H. Mackie*

TEN MINUTES INTERMISSION.

PART II.

7. MARCH—Blackville Society, ... *B. Franklin*
8. FANTASIA—Recollections of the Opera, . *E. Beyer*
9. SONG—Jennie Lee, . . *arr. by Maurice F. Smith*
   J. H. HERDLIN.
10. MAZURKA RUSSE—La Czarine, . . . *L. Ganne*
11. MEDLEY—The Best Ever, . . *arr. by W. H. Mackie*
12. STAR SPANGLED BANNER, ... *by Sousa*

MORNING COLORS.

When you are through with this Program do not throw it on the Park Grounds, but in the Receptacle for Waste.

PLEASE TURN OVER.

PUBLIC BAND CONCERT
BY
54th REGIMENT BAND
F. A. ZEITLER, Director.
SENECA PARK EAST
SATURDAY AFTERNOON, AUGUST 16, 1902
From 3 to 6 o'clock.

Under the Auspices of the Rochester Chamber of Commerce, Park Commissioners, and Rochester Railway Co.

PROGRAM

PART I.

AMERICA.

1. MARCH—The Invincible Eagle, - - Sousa
2. OVERTURE—Morning, Noon and Night, Von Suppe
3. SELECTION—The Explorers, - W. H. Lewis
4. { *a* Musical Gossip—A Social Chat, Max C. Eugene
   { *b* A Novelette—In a Cosy Corner, Jno. W. Bratton
5. SEXTETTE (from Lucia), - - - Donizetti
6. MEDLEY—Loop the Loop, - Maurice Smith

Ten Minutes Intermission.

PART II.

7. MARCH—A Signal from Mars, - - E. T. Paul
8. OVERTURE—Orpheus in Der Unterwelt, Offenbach
9. DESCRIPTIVE—A Hunting Scene, - Bucalossi
10. SELECTION—The Serenade, - Victor Herbert
11. WALTZ—Composia, - - - - Franz Mahl
12. Potpourri on American Airs, - - Laurendeau

STAR SPANGLED BANNER.

When you are through with this Program, do not throw it on the Park Grounds, but in the receptacle for waste.
(Please turn over.)

PUBLIC BAND CONCERT
BY
GARRAMONE'S BAND
ROCCO V. GARRAMONE, Director.
At SENECA PARK EAST,
Sunday Afternoon, August 17th, 1902.
From 3:00 to 6:00 o'clock.
Under the auspices of the Rochester Chamber of Commerce, Park Commissioners, and Rochester Railway Company.

PROGRAM

PART I.

1. MARCH—Nation's Triumph, ... *V. Rabboni*
2. OVERTURE—Poet and Peasant, ... *Suppe*
3. HEARTS AND FLOWERS, ... *Theo. Tobani*
4. ZENDA WALTZ, ... *Keeler*
5. TROMBONE SOLO—Cujus Animam, . . . *Rossini*
   MR. JOSEPH WINNEUR, JR.
6. SELECTION—The Strollers, ... *Chas. Roberts*

TEN MINUTES INTERMISSION.

PART II.

7. MARCH—Revelation, ... *W. R. Chambers*
8. MEDLEY—Cotton Blossoms (New), . . *F. Smith*
9. SERENADE—Bright Star of Hope, . . . *V. Rabboni*
10. { *a.* A Trombone Strike (Dead Horse), . . *Ellis Brooks*
    { *b.* Miserere, from Il Trovatore, . . . *G. Verdi*
11. PICCOLO SOLO, ... *Selected*
    SIGNOR ROCCO V. GARRAMONE.
12. BANDEIDN'TSTRIKE, ... *Dalbey*

When you are through with this Program do not throw it on the Park Grounds, but in the Receptacle for waste.

PLEASE TURN OVER.

PUBLIC BAND CONCERT
BY
54th REGIMENT BAND
F. A. ZEITLER, Director.
AT GENESEE VALLEY PARK,
SUNDAY AFTERNOON, AUG. 17, 1902
From 3:00 to 6:00 o'clock.

Under the Auspices of the Rochester Chamber of Commerce, Park Commissioners, and Rochester Railway Co.

PROGRAM

PART I.

AMERICA.

1. MARCH—Giralda, - - - W. P. Chambers
2. OVERTURE—Stradella, - - - Flotow
3. SELECTION—Maid Marian, - - - DeKoven
4. SPANISH SERENADE—La Paloma (by request) Yradier
5. WALTZ—Dolly Varden, - - - - Edwards
6. MEDLEY—Maiden with the Dreamy Eyes, Boettger

Ten Minutes Intermission.

PART II.

7. MARCH—The Bill Board, - - Jno. N. Klohr
8. OVERTURE—Dichter und Bauer, Von Suppe
9. SELECTION—Robin Hood, - - - DeKoven
10. { *a* Intermezzo—Cavaleria Rusticana, - Mascagni
    { *b* Schottische—The Birds and the Brook, R. M. Stutz
11. MEDLEY OVERTURE—Popular Georgia, Boettger
12. INTERNATIONAL FANTASIA, - Prendiville

STAR SPANGLED BANNER.

When you are through with this Program, do not throw it on the Park Grounds, but in the receptacle for waste. (Please turn over.)

SATURDAY'S CONCERTS.

Programmes to be Played at Seneca and Genesee Valley Parks.

The Fifty-fourth Regiment Band will play at Seneca Park east to-morrow afternoon from 3 to 6 o'clock, and the Minges Military Band will give a concert in Genesee Valley Park during the same hours. This is the programme of the Fifty-fourth Regiment Band:

PART I.

"America"
March—"The Invincible Eagle".....Sousa
Overture—"Morning, Noon and Night".....Von Suppe
Selection—"The Explorers".....W. H. Lewis
(a) "Musical Gossip—A Social Chat".....Max C. Eugene
(b) "A Novelette—In a Cosy Corner".....John W. Bratton
Sextette from "Lucia".....Donizetti
Medley—"Loop the Loop".....Maurice Smith
Ten minutes' intermission.

PART II.

March—"A Signal from Mars".....E. T. Paul
Overture—"Orpheus in Der Unterwelt".....Offenbach
Descriptive—"A Hunting Scene".....Bucalossi
Selection—"The Serenade".....Victor Herbert
Waltz—"Composia".....Franz Mahl
Potpourri on American airs.....Laurendeau
"Star Spangled Banner."

Minges's band will play this programme:

PART I.

March—"The Ragamuffins".....W. C. Harvey
Overture—"Murmuring of the Forest".....Gressinger
Dance—"Japonica".....Tony Stanford
Selection—"Florodora".....Leslie Stuart
Waltz—"When Knighthood Was in Flower".....L. V. Gustin
Medley—"The Hummer".....Arr. by W. H. Mackie
Ten minutes' intermission.

PART II.

March—"Blackville Society".....B. Franklin
Fantasia—"Recollections of the Opera".....E. Beyer
Song—"Jennie Lee".....Arr. by Maurice F. Smith
J. H. Herdlin.
Mazurka Russe—"La Czarine".....L. Ganne
Medley—"The Best Ever".....Arr. by W. H. Mackie
"Star Spangled Banner".....Sousa
"Morning Colors."

Aug. 17, 1902

DVERTISER: FRIDAY

CONFERENCE TO DISCUSS FLOODS

Held at Mayor Rodenbeck's Office This Morning.

Officials to Draft Report to be Presented to the State Commission When it Comes Next Week.

Secretary Ives Informed That Entire Commission Will Come—Recognize Good Work of Local Committee.

A conference was held at Mayor Rodenbeck's office at 11 o'clock this morning in relation to floods and water storage. Besides the mayor there were present Corporation Counsel Sutherland, Commissioner McClintock and City Engineer Fisher. The object of the session was to draw up a report to present to the local flood committee, including the information and statistics which have been gathered in the past few weeks.

Some time ago the sub-committee of which Mayor Rodenbeck is chairman presented a report to the general committee on floods outlining its views on what should be done to prevent future floods of the Genesee river. A storage dam was advocated. The sub-committee on the recent floods of which Mr. Fisher is chairman has drawn up a report in the rough and this morning the reports of the two sub-committees were combined into one report to present to the general committee before the state commission comes here. Undoubtedly this combined report will be adopted by the general committee as its report to the state commission.

Mayor Rodenbeck said this morning: "What we want to determine is what means shall be adopted to prevent floods, whether a big storage dam is the best way or not. If a storage dam is to be advocated we want to recommend whether it shall be built by private enterprise, by the state or by people directly interested. We are trying to draw up a report to the general flood committee taking up these points and outlining a policy. We will present this report to the general committee and it will meet and prepare its report to the state commission the day before the state commission visits Rochester. At one time Rochester was the only city talking about water storage, but now since the electrical business has developed so water storage is being talked wherever there is any large sized stream in the state."

The state commission's visit is slated for next Thursday and Friday and its meetings will be held at the Chamber of Commerce rooms. Secretary Ives of the Chamber of Commerce has received a letter in relation to the coming visit of the state officials which is highly gratifying. Some time ago the state commission divided itself into sub-committees, each to investigate floods in a given section of the state. It was supposed that only the commissioners assigned to this district would come next week.

However, it appears that the work that has been done here by the local flood committee is being appreciated and

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PUBLIC BAND CONCERT

BY

GARRAMONE'S BAND

ROCCO V. GARRAMONE, Director.

At SENECA PARK EAST,

Sunday Afternoon, August 31st, 1902.

From 3:00 to 6:00 o'clock.

Under the auspices of the Rochester Chamber of Commerce, Park Commissioners, and Rochester Railway Company.

PROGRAM

PART I.

1. MARCH—Return of the 47th Reg't., . . *S. Bryant*
2. OVERTURE—Nabuchadnezzar, . . . *G. Verdi*
3. TUBA SOLO—The Mighty Deep, . . . *W. H. Jude*
4. SELECTION—The Maiden With the Dreamy Eyes, *Boettger*
5. HUMORESQUE, ... *Wheeler*
6. WALTZ—Jolly Fellows, ... *R. Vollstedt*

TEN MINUTES INTERMISSION.

PART II.

7. MARCH—Trombone Selection,. . . *P. W. Chambers*
8. OVERTURE--The Merry Minstrel, . . . *Geo. Voelker*
9. THE HOLY CITY—By Request, . . . *A. Adam*
10. { *a.* The Sultan, ... *Wm. Loraine*
    { *b.* Frog Puddles, ... *O'Hare*
11. DUTCH PATROL, ... *H. Restorff*
12. MEDLEY—Harry Von Tilzer's New Hits, . . *F. Smith*

Introducing Chocolate Drops—Mary Dear—Bamboo Queen—On a Sunday Afternoon—The Mansion of Aching Hearts—Loo Loo, Oh Loo Loo.

Amateur Races Genesee Valley Park Under Auspices Rochester Athletic Club on Track and River on Labor Day, September 1st, Beginning 2 P. M. Admission Free.

☞PLEASE TURN OVER.

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Rochester Savings Bank

COR. MAIN ST. WEST AND FITZHUGH STS.

A New Plan for Saving. **You Have the Bank.** **We Have the Key.**

By keeping a bank account you will acquire habits of thrift. Every person, young or old, should keep one.

Small steel safes will be loaned to any person who will leave with us, or send us $1, which amount will be re-



turned on receipt by us of the safe in good condition.

Do not hesitate. Call or send and get one for yourself or children.

They will help you save money, and the use of them costs you nothing.

Many Persons Waste Enough in a Lifetime to Make Them Independent

It is not what you EARN but what you SAVE that will make you rich.

5 cents a day in one year amounts to	$ 18.25;	in ten years	$ 182.50
10 cents a day in one year amounts to	36.50;	in ten years	365.00
25 cents a day in one year amounts to	91.25;	in ten years	912.50
$1 a week amounts in one year to	52.00;	in ten years	520.00
$2 a week amounts in one year to	104.00;	in ten years	1,140.00

This is without interest, but the bank adds to their deposits the interest every six months, making the total so much greater.

Central Library of Rochester and Monroe County
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the state commission will honor Rochester with the presence of all its members. The following letter to Secretary Ives explains the situation:

Middletown, N. Y., Aug. 13, 1902.

Mr. John M. Ives, Secretary Rochester Flood Commission, Rochester, N. Y.:

Dear Sir—The members of the state water storage commission assigned to the western district of the state are particularly gratified at the active work your local commission is doing, and for that reason have not thought it best to do other than to recognize your effort by a visit of the entire commission, instead of a separate smaller committee, as the local representatives of the state commission. We hope at the coming meeting at Rochester on the 21st and 22d insts. your commission will be prepared to present any additional data and information on the matter of floods in the Genesee Valley you may have been able to gather. At that time we shall also want to suggest the securing of some further hydrographic data in the valley above Rochester.

Very truly yours,
D. C. Middleton,
Otto H. Landreth,
State Water Storage Commissioners.

Mayor Rodenbeck expects that the flood committee of Geneseo will come here at the time of the state commission's visit. The Geneseo committee is composed of L. R. Doty, George Austen and William Willard.

A BIG LAKES CANAL.

A Rochester Friend of the Project Thinks It Will Come.

Rochester, N. Y., Aug. 15, 1902.—Editor Troy Press: Your editorial of the 6th on the ship canal was read with interest. I think you are on the right track, and your Board of Trade should take up the matter as you suggest, and I think you will find the Chamber of Commerce here ready to cooperate.

In my brief, filed with the State Commerce Commission on Water Transportation—Lakes to the Seaboard—I suggested that to Rochester and Troy, and beyond either, it made no difference which route was taken, they were only interested in getting the best.

Permit me to call your attention again to the fact that the Deep Waterways Board of Survey Report is now printed, together with the atlas (142 maps), and that you could perform no better service to the city of Troy and the state than by from time to time presenting such excerpts and such facts therefrom, as would advance public knowledge and interest in the deep waterway.

I carried through my good roads measures and brought the state to the forefront in public (the other sort) highway improvement upon the theory that if your cause has merit you will win out if you keep at it. While doing so, I took up and have now before me to bring about the deep waterway through the lakes to the Hudson upon the same theory, and as I believe it is the most important thing for the state and the nation. Canalization of the Mohawk by dams and slack water navigation will take out most of the "140 miles of canal" set out in the interesting and ancient document you publish.

I agree with you the greatest act of statesmanship would be for New York to cooperate with the Federal Government in constructing this deep waterway, which would take the place of her state canal system, where routes are common, and upon terms such as may be determined, and that there need be no doubt as to these, or the power of the state and the United States to agree or make convention, upon the question of sovereignty, as all that is desired can be effected by a grant in the nature of a realty deed upon condition with reversion, and I have presented this matter fully to the Governors and to the Presidents for the past six years. The time is now arrived; the necessary data at the cost of half a million of dollars having been secured upon which to make a campaign of education, and when made, I have no doubt of the result. Yours very truly,

JOHN A. C. WRIGHT.

The Troy Press.

TROY, N. Y., WEDNESDAY, AUG. 6, 1902.

"Education never makes a bad man good. If you go to college a little, mean, narrow man, you come out a little, mean, narrow educated man. Education cannot change a man's quality."
—Rev. Frank Crane.

Ship Canal—Then and Now.

If a great sin of omission is chargeable against this nation, it is the failure to build a ship canal connecting the chain of Great Lakes and the Atlantic. Of all the stupendous projects which have been seriously entertained, this is one of the most natural and feasible, and it would be of incalculable and enduring beneficence. Lack of public spirit, perhaps of an inspiring statesmanship which would grandly labor for this ennobling end, must account for the impotence with which New York and the nation have toyed with manifest destiny in the matter of this projected waterway.

Big things have become commonplace in this age of amazing material development; but it will surprise most readers to learn that more than three-quarters of a century ago an earnest organized effort was made in behalf of the undertaking of linking the Lakes and the Atlantic by an artificial ship water course. The particulars of a gathering at Utica are given in an Assembly document of February 13, 1835, in which A. B. Johnson of that city, Chairman of the State Central Executive Committee in relation to the said ship canal, made the following communication to Charles Humphrey, the Speaker of the House:

"The inhabitants of this city held a large public meeting on the fifth instant, and agreeably to a day then assigned on me, I have the honor to transmit you the proceedings of that meeting, and also a very elaborate report, survey and estimate, with maps thereto by E. F. Johnson, esquire, civil engineer of our citizenship. Many of the facts and observations submitted are of historic interest, and despite railway development, the general argument in favor of constructing the waterway is stronger today than when this address to the Legislature was penned. It is a pleasure to be able to transmit the essential parts thereof to our columns, as follows:

"That the experience of the last season has demonstrated what was before scarcely doubtful, that the Erie canal, in its present state, will be unable to accommodate any material increase of business; and that unless some adequate measures are adopted by the Legislature to secure to this state the advantages of the rapidly increasing trade of the western country, it will seek other channels of transportation and a different market, to the great prejudice of our commercial metropolis, and the loss of revenue and other incidental advantages derived from the passage of that trade through our own internal communications. That the plan of doubling the locks, recently adopted on a portion of the Erie canal, though it will doubtless increase its capacity, will afford but a temporary relief; and before that measure can be completed, the steady increase of the business will be found to have kept pace with the increased facilities which will be thus afforded; presenting to us the same alternative which now exists, or creating additional channels, or of yielding to others the benefit of the trade in question.

"That the regions of country, the surplus produce of which will naturally find its way along the great thoroughfare from the lakes to the Hudson, embrace a large portion of the States of New York, Ohio, Indiana, Illinois, Missouri and the territories north and west of the latter states. This extensive region (according to the estimates founded upon the last and former censuses, taken under the authority of the general government) now contains a population of four and a half millions; and calculating upon a prospective increase, founded upon the same data, will contain, in fifteen years from the present time, more than eight millions of inhabitants. It is the certain result of experience, that the disposable productions of a country recently settled, increase in a greater ratio than its population; for the obvious reason, that it is not until the first wants of a newly settled country are supplied, that the attention of its citizens is directed to the development of its mineral resources, and the ascertainment of its disposable productions. The country to which we have referred, has already passed, or is rapidly passing, through the first stage of its civilized existence; and when we consider the fertility of its soil, the fruitfulness of its latent resources and the enterprising character of its inhabitants, it will, within the next fifteen years, exhibit changes and improvements, and exhibit stores of surplus exchangeable wealth, to an extent hardly capable of being appreciated at the present day.

"Your memorialists respectfully submit that these considerations, taken in connection with the fact that the States of Pennsylvania, Maryland and Virginia, and especially the Provinces of Canada, are making strenuous exertions to divert the trade of this important region through their own territories, and to their markets, render it the imperative duty of the representatives of the people of this State early to undertake, and vigorously to prosecute, such a system of internal improvement as shall promise the most certain success of this generous contest with their enterprising neighbors.

"Deeply impressed with a sense of the responsibility thus resting upon this State, your memorialists would respectfully submit to your honorable bodies, the construction of a canal from Lake Ontario to the Hudson river, to be formed by improving the navigation of the Oswego and Oneida rivers, and the enlargement or portions of the Erie canal, is eminently calculated to accomplish the desirable object in view; and that it affords a more certain prospect than any other plan that can be devised to overcome the competition referred to, and to secure to this State the ascendancy which she at present enjoys, and which, in the opinion of your memorialists, her natural advantages entitle her to.

"The distance on this route from the Hudson to Lake Erie is but fifteen miles greater than by the Erie canal. One-third of this distance is by lake navigation, and more than forty miles is along the Oneida and Oswego rivers; and only 140 miles of the whole distance still be by a canal. The increased speed with which craft may be propelled in deep water, added to the agency of steam which may be used on the proposed canal, will make a difference in time on a trip from Buffalo to Albany (in favor of the proposed route over the route of the Erie canal, in boats loaded with freight) of about three days and a half. The advantage in the expense of transportation (which such a navigation will possess over that by the Erie canal) may be estimated by the fact that, upon the Hudson river, the expense is but one-third, and upon Lake Erie only one-half, of what it is for the same distance on the canal. To this may be added the advantage which will result from the saving of interest on capital, on account of the increased celerity of transit, and from the fact that vessels laden upon the shores of Lake Michigan need not break bulk until their arrival at the wharves in New York.

"There are other very striking benefits which would accrue from the proposed canal. The navigation of the Seneca river may be so improved that a steam navigation 100 miles in extent, connecting with the Onondaga, Cayuga and Seneca lakes, and penetrating to the heart of the most fertile and flourishing agricultural region in the State, may be made at a comparatively small expense; and thus, for all essential purposes, this large and important section of country will be brought to border upon tide water.

"Your memorialists would not undervalue the great benefits which the Erie canal has conferred, and in conferring upon the State now would they advocate any measure calculated to bring it into disuse, or which should look even prospectively to its discontinuance. It possesses the important advantages of security in time of war; of forming part of a chain of communication with the Susquehanna valley; and will, whether the work

ALL ABOUT FLOODS.

Local Committee to Hold Meeting at Chamber of Commerce This Afternoon.

A meeting of the local Flood Committee will be held at the Chamber of Commerce at 4 o'clock this afternoon, in preparation for the coming to Rochester on Thursday of the State Flood Commission. This afternoon's meeting is for the purpose of reaching conclusions on open questions and the preparation of reports to be submitted to the State Commission. The meeting was called at the suggestion of Mayor Rodenbeck, following a conference he had yesterday with the city officials who are members of the committee.

It is desired that the local committee hold a conference to-morrow with the committee from up the valley, after the Rochester committee has outlined what it shall present for consideration of the State Commissioners.

City Engineer Fisher, chairman of the Sub-Committee on Statistics, will have his report completed to-day, and will submit it to the other members of his committee for review. Mr. Fisher has received a weather report from Robert G. Allen, director of the Weather Bureau at Cornell University, and is embodying some of the facts contained therein in his report. The report sent by Mr. Allen shows the rainfall in Rochester and vicinity last month, with figures for July of other years.

BIG PROBLEM

Hard Question Confronts Flood Committee.

Herald Aug 19/02

HOW TO GET DAM

Difficulties in Way of State Construction of Dam.

PLAN TO BE DRAFTED TO-DAY

Local Committee Will Try To Formulate Plan That Shall Convince State Commission as to the Practicability of Recommending State Aid—Arrangements for Thursday's Meeting.

The local water storage committee will meet at the Chamber of Commerce at 4 o'clock this afternoon to formulate plans and to make arrangements for the meeting here on Thursday and Friday of the state commission. In the absence of Hon. Henry C. Brewster, chairman of the local committee, Daniel B. Murphy will preside at the meeting.

Through John M. Ives, secretary of the committee, an invitation has been extended to the state committee, composed of several residents living at various points up the Genesee Valley, to meet with the local committee to-morrow, when arrangements will be perfected for the visit to this city of the state commission.

It is expected that the state commission will arrive in Rochester to-morrow night in case nothing happens to detain it in Albany. In case the commission does not put in an appearance to-morrow night, Secretary Ives of the Chamber of Commerce gives the assurance that it will reach this city the following morning. While in Rochester the various members of the commission will make their headquarters at the Powers Hotel.

During its visit to Rochester, besides attending to the matters which brings it here, the commission will hold its regular monthly meeting for August. These meetings are usually held at Albany. This month, however, for the sake of convenience, the meeting will be held here. It is not known as yet whether the meeting will be held at the Powers Hotel or at the Chamber of Commerce. Secretary Ives has extended an invitation to the commission to make use of the chamber for its deliberative session, but the body has not as yet expressed its intentions in the matter.

The commission which will visit Rochester this week is made up of the following persons: Attorney General John C. Davies, State Engineer and Surveyor Edward A. Bond, Superintendent of Public Works Charles S. Boyd, State Commissioner of Forests, Fish and Game D. C. Middleton, John H. Landreth of Syracuse, John L. King of Syracuse, Elanthan Sweet of Albany, George R. Finch of Glens Falls and George W. Rafter, who is already in the city, being a resident of Rochester. Harry Bates, secretary of the commission, will accompany the above gentlemen.

The revised local committee is made up of the following residents of Rochester:

Hon. Henry C. Brewster, chairman; Louis M. Antisdale, James E. Booth, Max Brickner, William Carson, Hon. Frederick Cook, Hiram H. Edgerton, Charles P. Ford, E. A. Fisher, Colonel James S. Graham, Henry B. Hathaway, Henry Hebing, John M. Ives, A. B. Lamberton, Hon. Morton E. Lewis, William C. Likly, J. J. Mandery, Daniel B. Murphy, J. Y. McClintock, Edmund Ocumpaugh, Joseph O'Connor, Pierce Purcell, L. P. Ross, George W. Rafter, Hon. A. J. Rodenbeck, Hon. William A. Sutherland, Hon. John Van Voorhis and Harry S. Woodworth.

There will be presented to the local committee this afternoon for decision the most important question affecting the future prosperity of the city that has come up for general discussion in a generation. This is the question of the water storage dam. The committee is doubtless united in favor of a dam; in fact, the business sentiment of Rochester has favored the project for ten years. Such a dam would not only relieve the city and the valley from the danger of any serious flood in the future, but would create water power for this city second only to that generated at Niagara Falls.

But the problem for solution that has baffled the Chamber of Commerce for years is how to get the storage dam; the problem now seems even harder than at the outset. Originally the policy followed was to ask for a state appropriation for the construction of the dam, and for five years the local legislators sought earnestly to secure the passage of an appropriation bill.

For a time the prospect seemed favorable. When Roswell P. Flower was Governor, it is said his consent to the appropriation was secured if the bill reached him. The bill passed the Senate but was defeated in the Assembly. George Malby was Speaker and, coming from St. Lawrence County, he was strongly opposed to all canal legislation. Consequently his influence as Speaker was sufficient to kill the bill and it never reached the Governor. This was in 1894, the last year of Flower's term.

The next year Senator Parsons succeeded in getting the bill through the Senate and O'Grady, who had developed into a leader, succeeded in getting the bill through the Assembly. But Levi P. Morton was Governor that year, and despite the strong pressure brought to bear on him, he finally vetoed the measure. That was the last time a legislative appropriation was asked, as public sentiment in other parts of the state seemed too much opposed to the plan to permit its consummation.

The matter was kept alive in the Legislature by several appropriations of a small amount for surveys, and George W. Rafter of this city, who is a member of the new state flood commission, spent a year in 1896 in making the surveys for the dam at Portage, under the direction of State Engineer Campbell Adams.

Having abandoned the policy of asking state aid, the project was dropped by the Chamber of Commerce, but private capitalists had seen the possibilities of the scheme and took it up next. A franchise to build a storage dam on the upper Genesee was granted to a private syndicate in 1897, of which Cornelius H. Parsons and George W. Rafter were the only local men interested. The other backers of the plan were from New York. This syndicate has been familiarly known to the public as the Flynn-Boland syndicate.

At the time of organization it looked as if the incorporators meant business, but as soon as they began to investigate the local situation more carefully they discovered a difficulty which they have never been able to overcome. This was the absorption of most of the water rights of the city by the Rochester Gas and Electric Company. This acquiring of water rights has been continued by the company until it now owns nearly 90 per cent. of all the water rights of Rochester.

In order to build a dam, it is necessary to secure customers for the water that is stored during the wet season and let down into the river during the dry season, thus insuring a steady and uniform flow of water during the entire year for the use of the water right owners. The only profit coming to the builders of the dam is the rental to be paid by the owners of the water rights. The Flynn-Boland syndicate has never yet been able to do any business with the Rochester Gas and Electric Company and consequently the water storage dam has never promised financial success.

It is not known what rights the Flynn-Boland syndicate still retains under the franchise to build a dam. By the terms of the legislative act granting the franchise they were to do a certain amount of work within a certain period. Certainly the dam has not been built and the time limit has expired, but it is said the syndicate has done some work up the river that may give them a claim to hold the franchise.

Owing to the attitude of the two opposing corporations, one holding a franchise to build the dam and the other owning the water rights in this city, the construction of the dam by private enterprises seems so effectively blocked that it is no longer worth serious consideration.

In fact about the only possible way in which water storage can be secured seems to be by state aid after all. Most of the business men connected with the Chamber of Commerce, who have been interested in the subject for years and who are well represented on the local flood committee seem to have reached this conclusion. The big question therefore, before the committee this afternoon will be the drafting of a definite and practical plan for the construction of a water storage dam by state aid, without running against opposing private rights.

It is not expected the state will make an appropriation for a dam to cost over $5,000,000 without seeing some adequate return into the State Treasury. The state will get some benefit by securing an adequate supply of water for the Erie Canal and will get an indirect benefit by the increased state assessment on property created by the development of the water power. But the one benefit is small and the other too indirect to obtain the sanction of legislators from all sections, unless a more direct and substantial return can be shown for the state.

This benefit to the state, it will be urged by the committee, will consist of the rentals paid to the state for the use

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"The inhabitants of this city held a large public meeting on the fifth instant; and agreeably to a duty then enjoined on me, I have the honor to transmit you the proceedings of that meeting, and also a very elaborate report, survey and estimate, with maps made by H. F. Johnson, engineer, civil engineer and architect, or not, from the commencement of communication with the [illegible]

"Among the most important bearings which the contemplated improvement has upon the commercial relations of this State, are those which grow out of the works in progress and in contemplation among our Canadian neighbors. Already the Welland canal connects the upper lakes with Lake Ontario; and your memorialists have information on which they can rely, that a project has been started in Upper Canada, under circumstances which warrant the belief that it will be executed, for connecting Lake Huron with Lake Ontario by means of a canal. The distance between the nearest points of the two lakes is but from seventy to seventy-five miles; and that space of country is represented to possess a mild and salubrious climate, and to be well calculated for the purpose of a canal. Should this work be completed, it would open a much more direct route from tide water to Lakes Huron and Michigan than we are now possess, but it would lessen the distance from New York to those regions about 250 miles, and would entirely avoid the necessity of traversing Lake Erie, one of the most dangerous of the great lakes. When this magnificent scheme is executed, it may safely be anticipated that very great quantities of the produce of the far west will be brought through this channel into Lake Ontario; and this immense trade, together with that which may be thrown into that lake by the Welland canal, and from the borders of the lake itself, will inevitably seek a more convenient communication with a market, unless we provide an outlet for it through some such channel as that which is here recommended.

"Influenced by these and other considerations, all leading to a similar conclusion, your memorialists, and others through a central committee appointed by the friends of the State of New York, Ohio, Indiana, Illinois, Missouri and the territories north and west of the latter states. This extensive region according to the estimates founded upon the last and former censuses, taken under the authority of the general government, now contains a population of four and a half millions; and calculating upon the same data, will contain, in fifteen years from the present time, more than eight millions of inhabitants. It is the certain result of experience, that the disposable productions of a country recently settled, increase in a greater ratio than its population; for the obvious reason, that it is not until the first wants of a newly settled country are supplied, that the attention of its citizens is directed to the development of its mineral resources, and the ascertainment of its disposable productions. The country to which we have referred, has already passed, or is rapidly passing, through the first stage of its civilized existence; and when we consider the fertility of its soil, the fruitfulness of its latent resources and the enterprising character of its inhabitants, it will, within the next fifteen years, exhibit changes and improvements, and exhibit stores of surplus exchangeable wealth, to an extent hardly capable of being appreciated at the present day.

"Your memorialists respectfully submit that these considerations, taken in connection with the fact that the States of Pennsylvania, Maryland and Virginia, and especially the Provinces of Canada, are making strenuous exertions to divert the trade of this important region through their own territories, and to their markets, render it the imperative duty of the representatives of the people of this State early to undertake, and vigorously to prosecute, such a system of internal improvement as shall promise the most certain success of this generous contest with their enterprising neighbors.

"Deeply impressed with a sense of the responsibility thus resting upon this State, your memorialists would respectfully submit to your honorable bodies, the construction canal from Lake Ontario to the Hudson river, to be formed by improving the navigation of the Oswego and Oneida rivers, and the enlargement of portions of the Erie canal, is eminently calculated to accomplish the desirable object in view; and that it affords a more certain prospect than any other plan that can be devised to overcome the competition referred to, and to secure to this State the ascendancy which she at present enjoys, and which, in the opinion of your memorialists, her natural advantages entitle her to.

"The distance on this route from the Hudson to Lake Erie is but fifteen miles greater than by the Erie canal. One-third of this distance is by lake navigation, and more than forty miles is along the Oneida and Oswego rivers; and only 109 miles of the whole distance will be by a canal. The increased speed with which craft may be propelled in deep water, added to the agency of steam which may be used on the proposed canal, will make a difference in time on a trip from Buffalo to Albany in favor of the proposed route over the route of the Erie canal, in boats loaded with freight) of about three days and a half. The advantage in the expense of transportation (which such a navigation will possess over that by the Erie canal) may be estimated by the fact that, upon the Hudson river, the expense is but one-third, and upon Lake Erie only one-half, of what it is for the same distance on the canal. To this may be added the advantage which will result from the saving of interest on capital, on account of the increased celerity of transit, and from the fact that vessels laden upon the shores of Lake Michigan need not break bulk until their arrival at the wharves in New York.

"There are other very striking benefits which would accrue from the proposed canal. The navigation of [illegible] Seneca river may be so improved that a steam navigation 10 miles in extent, connecting with the Onondaga, Cayuga and Seneca lakes, and penetrating to the heart of the most fertile and flourish[illegible] agricultural region in the State, may be made at a comparatively small expense; and thus, for all essential purposes, this large and important section of country will be brought to border upon tide water.

"Your memorialists would not undervalue the great benefits which the Erie canal has conferred, and is conferring upon the State; nor would they advocate any measure calculated to bring it into disuse, or which should look even prospectively to its discontinuance. It possesses the important advantages of security in time of war; of forming part of a chain of communication with the Susquehanna valley; and still, [illegible] the very

ALL ABOUT FLOODS.

Local Committee to Hold Meeting at Chamber of Commerce This Afternoon.

A meeting of the local Flood Committee will be held at the Chamber of Commerce at 4 o'clock this afternoon, in preparation for the coming to Rochester on Thursday of the State Flood Commission. This afternoon's meeting is for the purpose of reaching conclusions on open questions and the preparation of reports to be submitted to the State Commission. The meeting was called at the suggestion of Mayor Rodenbeck, following a conference he had yesterday with the city officials who are members of the committee.

It is desired that the local committee hold a conference to-morrow with the committee from up the valley, after the Rochester committee has outlined what it shall present for consideration of the State Commissioners.

City Engineer Fisher, chairman of the Sub-Committee on Statistics, will have his report completed to-day, and will submit it to the other members of his committee for review. Mr. Fisher has received a weather report from Robert G. Allen, director of the Weather Bureau at Cornell University, and is embodying some of the facts contained therein in his report. The report sent by Mr. Allen shows the rainfall in Rochester and vicinity last month, with figures for July of other years.

BIG PROBLEM

Hard Question Confronts Flood Committee.

HOW TO GET DAM

Difficulties in Way of State Construction of Dam.

PLAN TO BE DRAFTED TO-DAY

Local Committee Will Try To Formulate Plan That Shall Convince State Commission as to the Practicability of Recommending State Aid—Arrangements for Thursday's Meeting.

The local water storage committee will meet at the Chamber of Commerce at 4 o'clock this afternoon to formulate plans and to make arrangements for the meeting here on Thursday and Friday of the state commission. In the absence of Hon. Henry C. Brewster, chairman of the local committee, Daniel B. Murphy will preside at the meeting.

Through John M. Ives, secretary of the committee, an invitation has been extended to the sub-committee, composed of several residents living at various points up the Genesee Valley, to meet with the local committee to-morrow, when arrangements will be perfected for the visit to this city of the state commission.

It is expected that the state commission will arrive in Rochester to-morrow night in case nothing happens to detain it in Albany. In case the commission does not put in an appearance to-morrow night, Secretary Ives of the Chamber of Commerce gives the assurance that it will reach this city the following morning. While in Rochester the various members of the commission will make their headquarters at the Powers Hotel.

During its visit to Rochester, besides attending to the matters which brings it here, the commission will hold its regular monthly meeting for August. These meetings are usually held at Albany. This month, however, for the sake of convenience, the meeting will be held here. It is not known as yet whether the meeting will be held at the Powers Hotel or at the Chamber of Commerce. Secretary Ives has extended an invitation to the commission to make use of the chamber for its deliberative session, but the body has not as yet expressed its intentions in the matter.

The commission which will visit Rochester this week is made up of the following persons: Attorney General John C. Davies, State Engineer and Surveyor Edward A. Bond, Superintendent of Public Works Charles S. Boyd, State Commissioner of Forests, Fish and Game D. C. Middleton, Olin H. Landreth of Syracuse, John L. King of Syracuse, Hiamthan Sweet of Albany, George R. Finch of Glens Falls and George W. Rafter, who is already in the city, being a resident of Rochester. Harry Bates, secretary of the commission, will accompany the above gentlemen.

The revised local committee is made up of the following residents of Rochester:

Hon. Henry C. Brewster, chairman; Louis M. Antisdale, James E. Booth, Max Brickner, William Carson, Hon. Frederick Cook, Hiram H. Edgerton, Charles F. Ford, E. A. Fisher, Colonel James S. Graham, Henry B. Hathaway, Henry Hebing, John M. Ives, A. B. Kamberton, Hon. Merton E. Lewis, William C. Likly, J. J. Mandery, Daniel H. Murphy, J. Y. McClintock, Edmund Ocumpaugh, Joseph O'Connor, Pierre Purcell, L. P. Ross, George W. Rafter, Hon. A. J. Rodenbeck, Hon. William A. Sutherland, Hon. John Van Voorhis and Harry S. Wood-

There will be presented to the local committee this afternoon for decision the most important question affecting the future prosperity of the city that has come up for general discussion in a generation. This is the question of the water storage dam. The committee is doubtless united in favor of a dam; in fact, the business sentiment of Rochester has favored the project for ten years. Such a dam would not only relieve the city and the valley from the danger of any serious flood in the future, but would create water power for this city second only to that generated at Niagara Falls.

But the problem for solution that has baffled the Chamber of Commerce for years is how to get the storage dam; the problem now seems even harder than at the outset. Originally the policy followed was to ask for a state appropriation for the construction of the dam, and for five years the local legislators sought earnestly to secure the passage of an appropriation bill.

For a time the prospect seemed favorable. When Roswell P. Flower was Governor, it is said his consent to the appropriation was secured if the bill reached him. The bill passed the Senate but was defeated in the Assembly. George Malby was Speaker and, coming from St. Lawrence County, he was strongly opposed to all canal legislation. Consequently his influence as Speaker was sufficient to kill the bill and it never reached the Governor. This was in 1894, the last year of Flower's term.

The next year Senator Parsons succeeded in getting the bill through the Senate and O'Grady, who had developed into a leader, succeeded in getting the bill through the Assembly. But Levi P. Morton was Governor that year, and despite the strong pressure brought to bear on him, he finally vetoed the measure. That was the last time a legislative appropriation was asked, as public sentiment in other parts of the state seemed too much opposed to the plan to permit its consummation.

The matter was kept alive in the Legislature by several appropriations of a small amount for surveys, and George W. Rafter of this city, who is a member of the new state flood commission, spent a year in 1896 in making the surveys for the dam at Portage, under the direction of State Engineer Campbell Adams.

Having abandoned the policy of asking state aid, the project was dropped by the Chamber of Commerce, but private capitalists had seen the possibilities of the scheme and took it up next. A franchise to build a storage dam on the upper Genesee was granted to a private syndicate in 1897, of which Cornelius R. Parsons and George W. Rafter were the only local men interested. The other backers of the plan were from New York. This syndicate has been familiarly known to the public as the Flynn-Boland syndicate.

At the time of organization it looked as if the incorporators meant business, but as soon as they began to investigate the local situation more carefully they discovered a difficulty which they have never been able to overcome. This was the absorption of most of the water rights of the city by the Rochester Gas and Electric Company. This acquiring of water rights has been continued by the company until it now owns nearly 90 per cent. of all the water rights of Rochester.

In order to build a dam, it is necessary to secure customers for the water that is stored up during the wet season and let down into the river during the dry season, thus insuring a steady and uniform flow of water during the entire year for the use of the water right owners. The only profit coming to the builders of the dam is the rental to be paid by the owners of the water rights. The Flynn-Boland syndicate has never yet been able to do any business with the Rochester Gas and Electric Company and consequently the water storage dam has never promised financial success.

It is not known what rights the Flynn-Boland syndicate still retains under the franchise to build a dam. By the terms of the legislative act granting the franchise they were to do a certain amount of work within a certain period. Certainly the dam has not been built and the time limit has expired, but it is said the syndicate has done some work up the river that may give them a claim to hold the franchise.

Owing to the attitude of the two opposing corporations, one holding a franchise to build the dam and the other owning the water rights in this city, the construction of the dam by private enterprises seems so effectively blocked that it is no longer worth serious consideration.

In fact about the only possible way in which water storage can be secured seems to be by state aid after all. Most of the business men connected with the Chamber of Commerce, who have been interested in the subject for years and who are well represented on the local flood committee seem to have reached this conclusion. The big question therefore, before the committee this afternoon will be the drafting of a definite and practical plan for the construction of a water storage dam by state aid, without running against opposing private rights.

It is not expected the state will make an appropriation for a dam to cost over $5,000,000 without seeing some adequate return into the State Treasury. The state will get some benefit by securing an adequate supply of water for the Erie Canal and will get an indirect benefit by the increased state assessment on property created by the development of the water-power. But the one benefit is small and the other too indirect to obtain the sanction of legislators from all sections, unless a more direct and substantial return can be shown for the state.

This benefit to the state, it will be urged by the committee, will consist of the revenue paid to the state for the use

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

of the water that is stored. Have presented a problem involving a constitutional question. This question is whether the state can make annual assessments on the owners of the water rights benefited by the construction of the dam if some of the water right owners refuse voluntarily to enter into a contract to pay rent.

In the case of local improvements in streets, such assessments are often laid by the city against property whose owners object to the improvement and it is argued that the same law could be made to apply to assessments by the state.

If the committee can convince the flood commission that the state can levy assessments to pay, at least in part, the interest on the money used by the state to build the dam, it is hoped the state commission will make a favorable report to the state Legislature.

These are the problems for the committee to work out this afternoon in order that a report may go to the state commission on Thursday that shall contain a practical and definite plan of action, looking to the construction of a water storage dam by the state.

The Canal Question.

Canal improvement has been the subject of vigorous midsummer newspaper discussion this year, and probably the most important fact developed by the controversy is that the so-called anti-canal counties, sections which the Erie Canal does not reach or touch, are the ones which most strenuously oppose canal legislation of any sort next year. This situation is made plain by Mr. G. H. Raymond, who brings out the intelligence that Buffalo and New York, the two cities most actively and vitally interested in canal improvement, pay considerably more than half the cost of maintaining the state. Mr. Raymond says:

"The opposition to canal improvement in the state brings out some most astonishing facts. Those sections which oppose the canal would practically not contribute a penny for the canal if it were built. Further than that, those very sections are the recipients today of the bounty of the great cities of New York and Buffalo, which are so intensely interested in the canal matter, to an extent hardly dreamed of by one person in a thousand in the state.

"It is this exhibition of ingrati tude; the most monumental of anything on record, that makes the canal friends of New York and Buffalo feel so terribly aroused on the question of canal improvement. If those who oppose it were asked to pay for it that would be one thing, but they are not asked to pay practically a penny. Yet with the most perfect assurance they take millions of dollars each year from the bounty of New York and Buffalo and then simply say those cities shall not have the privilege of spending their own money except for the benefit of those who pay practically nothing, for the support of the state, as compared with the millions they get from it."

There is little doubt but that the canal question will be one of the main political issues this year and for several years to come. Governor Odell is pledged to canal improvement and this has much to do with his popularity. But the question to be decided is not: "Shall we have improved canal facilities in New York state?" but "What kind of improved canal improvement shall we have?"

The Times has repeatedly stated its position in this matter. It is a position that is unquestionably endorsed by the great captains of industry, the men who are really desirous of regaining for the state its former commercial supremacy and retaining it for all time. The Times believes that any further expenditure on the Erie Canal by the state, even the construction of a barge canal, is a sheer waste of money in view of the enormous strides in transportation facilities made by the great railroads of the state. The only solution of the canal problem is the construction of a ship canal, with at least a 16 or 18-foot channel, from Buffalo to Albany or Troy, using the Hudson from that point to the port of New York. And The Times believes that such a waterway should be built by and be under the control of the government, not the state.

Such a waterway would give not only the state but the West a great freight route to the East and to the seaboard. Under federal control it could be maintained more cheaply and more wisely than if the state undertook the task. And, above all, the project is altogether feasible and would be permanent in its effect. This would not be true of an improved Erie Canal or a new barge canal. If either project was put through in less than ten years there would be a demand for a ship canal that would have to be satisfied.

The government is seriously considering the matter of building the much talked of ship canal between Chicago and St. Louis. A Chicago dispatch under the date of Aug. 14 says:

> The first step toward the realization of the long talked of ship canal from Chicago to St. Louis was taken today, when the Board of Army Engineers appointed by the government to survey the route held its first meeting.
>
> The discussion showed that the board considers the canal feasible, and it is said the members are prepossessed with a certainty of the building of the canal.
>
> The route decided upon is from Lockport, via the Des Plaines and Illinois Rivers, to the mouth of the latter stream, thence down the Mississippi to St. Louis.
>
> A continuous 14-foot channel is the end sought. This will permit passage of large lake freighters to St. Louis.

If a ship canal between Chicago and St. Louis is feasible and practicable, how much more so would be one between Buffalo and New York, especially if the right of way of the present Erie canal were to be sold by the State to the Government for that purpose. The Times, Aug. 19, 1902

WATER STORAGE IN SIGHT

Mayor Suggests New Plan Whereby Storage Dam Can Be Built Without Asking a Large State Appropriation.

APPROVED BY THE FLOOD COMMITTEE

Mayor Proposes That Cost of Dam Shall Be Paid by Bonds, Interest of Which Shall Be Met by Assessments on Property Benefitted--Reports Ready for State Flood Commission To-morrow.

The most important meeting ever held by citizens of Rochester on the subject of water storage was at the Chamber of Commerce yesterday afternoon, when for several hours a new plan, presented by Mayor Rodenbeck to the local flood committee, was discussed and approved.

During all the discussion of the last ten years there have been but two plans for building the storage dam offered; it was thought it must be built either by private enterprise or by a state appropriation. Public sentiment has alternated from one plan to the other, as there seemed some promise of success in either plan, until the conclusion had been quite finally reached that the building of a storage dam presented too many difficulties to make the scheme practical.

The cost of the dam was two-fold, to protect the valley and the river from floods and to develop water power in much larger quantities. The state was reluctant to build a dam that would add thousands of dollars to the value of private property and bring no direct return to the state for the millions expended. On the contrary, private corporations could never reconcile all the conflicting interests and force them to pay a fair rental for the benefits received.

The plan submitted yesterday afternoon to the local flood committee by Mayor Rodenbeck had never been suggested publicly in any form until The Herald gave a summary of it yesterday morning. The full report is printed this morning. This report will be read carefully by every business man of the city, as it seems to open a new field for work and investigation, by offering the first practical solution of the problem, how to get the dam without waiting for private enterprise or asking a large appropriation from the state.

A Dam by Local Assessment.

The plan drafted by Mayor Rodenbeck follows the same plan on which sewers are constructed and streets are paved in Rochester—by local assessment on all the parties benefited. By a legislative act it is proposed that a river commission be appointed through the courts to build the dam, issue long time bonds at a low rate of interest and to levy annual assessments on all parties benefited by the dam.

This would force the state of New York to pay its proportion of the annual tax for the use of water for the Erie Canal. The farmers up the valley for many miles could be assessed a small amount because of the increased value in their farms due to immunity from floods. The railroads could be made to pay an assessment, for protection from damages by floods. All the water right owners in Rochester could be made to pay their share by assessment, levied in accordance with the benefits derived.

Rochester, Power City of the World.

The tax would be small on any individual piece of property, while the benefits to be derived by the Genesee Valley would aggregate millions. It would make Rochester the great power city of the world, attract manufacturers from all parts of the United States and double the population of the city within a short period. It would add millions to the value of the farm lands of the upper valley, now worth $35 an acre when used only for pasture, raising their value for agriculture and gardening purposes to $150 an acre, insuring the lands against floods.

It would save the railroads centering in Rochester thousands of dollars annually.

In fact a water storage dam up the river would confer more practical benefit on Western New York than any single thing that can be imagined. It is no wonder with the possibilities contained in this project the substantial business men of the city have fought so persistently for years, seeking a way to get the dam.

Work of Local Committee.

The state flood commission will come to Rochester to-morrow and Friday to investigate conditions in the Genesee Valley. The local committee appointed by Mayor Rodenbeck several weeks ago has been hard at work on the matter, preparing plans and securing data to be presented to the state commissioners in order to insure that Rochester's interests were properly protected and another opportunity to get the storage dam improved.

The committee divided the work between two sub-committees, of one of which Mayor Rodenbeck is the chairman, to propose general remedies and a definite plan of action; the other committee, of which City Engineer Fisher is the chairman, was to gather facts, figures and statistics showing comprehensively how great is the damage done by floods in the river.

These two reports were formally submitted yesterday afternoon at a meeting of the Chamber of Commerce at which Daniel B. Murphy, as vice president of the Chamber, presided. Messrs. Rodenbeck and Fisher both read their reports, and the subject was freely discussed by the members of the committee present. The report compiled by the City Engineer is very comprehensive, but of course it fails in popular interest compared with the report presented by Mayor Rodenbeck, who offers another hope that the dam may actually be secured.

Mayor's Solution of Problem.

This is the report in full presented by Mayor Rodenbeck that was unanimously, almost enthusiastically, adopted by the general committee:

"In the report which the sub-committee presented to the city committee July 23, 1902, it was urged that the city committee should collect statistics as to the extent of the overflow of the Genesee River. This work has been done by the sub-committee on statistics which will present its report at this session of the city committee.

"From the report of the sub-committee on statistics the city committee will be enabled to draw its conclusions as to the causes of the frequent overflows of the river, but if a more exhaustive report on this phase of the question is desired, further information might be secured by a committee especially appointed for that purpose.

"The sub-committee on scope in its report to the city committee suggested the construction of storage reservoirs as the only effectual and complete remedy which would fulfill the obligation of the state to protect the lives, health and property of its people, discharge its liability for interference with water rights and which would be at the same time of great benefit to the state.

"The committee on scope did not undertake to outline any plan for the construction of such storage reservoir and in this supplemental report it desires to dwell upon this phase of the question and to refer to the three method by which such storage dams might be constructed.

Dam by Private Enterprise.

"It has been urged frequently that the construction of storage reservoirs for the purpose of regulating the flow of the river and developing its water power should be undertaken by private enterprise. This is insisted on by some because the advantages will accrue largely to water right owners from the construction of such reservoirs.

"It must not be forgotten, however, that there are great interests besides water rights that will be benefited by the construction of such storage dams. There will be benefits to the state of New York, resulting from the creation of a vast amount of property, in furnishing a water supply for the Erie Canal and enlargements thereof, in decreasing the danger of damage to the Erie Canal from floods and damage to life and property through the Erie Canal and by reducing the damage to property in the city of Rochester on account of deficient openings in the aqueduct carrying the Erie Canal across the river; to the owners of the 50,000 acres of rich alluvial flats which will be protected from overflow and thereby largely increased in value; to the city of Rochester by improving the health of the city, by increasing the low water flow in warm weather, by reducing the danger of damage to property, health and life by floods, by making it possible to dispose of a portion of the sewage of the city by emptying it into the river, by furnishing a source for an unlimited supply of water suitable for manufacturing purposes and for protection from fire and for the sprinkling of streets; to the county of Monroe, by improving the [illegible] enterprises and by preventing overflow of a large area of low cultivated lands; to the county of Livingston by improving the health of a district by developing resources, exemplified by large area, developing acreage being from overflow an immense acreage of tilled flats and decreasing the damage by floods to highways and bridges and the interruption of communication; to the Erie Railroad, the Western New York and Pennsylvania Railroad and the Lehigh Valley Railroad by exemption from damage by floods.

Terms of Private Franchise.

"It is largely because of these diversified interests and benefits that private capital has not been invested to an extent which will afford relief to all concerned. On April 29, 1898, by chapter 605 of the laws of 1898, the Genesee River Company was incorporated to construct and use a dam or reservoir near Portageville for improving and preserving the public health, checking floods, furnishing water for enlarging the Erie Canal and for municipal purposes and developing, utilizing and disposing of the waters and water power of the river and its tributaries above and below said dam or reservoir. The company was authorized to issue stock to the extent of $2,000,000 and to increase its capital stock to $12,000,000. The company, however, was required to expend at least 10 per cent. of its $3,000,000 of capital stock on the work of construction within five years from the day of the passage of the act and in default thereof it was provided that the corporation should be dissolved. Its time limit will expire April 28, 1903. It is not likely that the terms of the act will be complied with. One of the difficulties lies in the fact that the company has no power to condemn or impose any portion of the burden of constructing the reservoirs upon the existing water rights which will be so largely benefited by the construction of the dams. These water rights, particularly in the city of Rochester, are almost entirely under the control of another private corporation.

"Until satisfactory arrangements can be made between these two companies, or any private companies authorized by the state to construct storage reservoirs, it is difficult to see how the project can be made a profitable one. The fact that the company organized to construct such reservoirs by the act of the Legislature referred to, has not seen fit to take advantage of the extensive and valuable franchise granted to it, would seem to indicate that there are grave financial difficulties in the way of the construction of storage reservoirs by private capital.

Arguments for State Construction.

"It has often been said that the state should construct these reservoirs and in support of this contention it is very forcibly argued hat the state is abstracting water from the river for the supply of the Erie Canal, has placed obstructions in the river which are a menace to the city in time of high water and that it owes it to the people who are affected to protect their lives, health and property from floods and that the dams will increase the assessable property of the state and largely benefit the state by the creation of additional water power. While these arguments are forceful, there are practical difficulties in the way of securing state aid sufficient to construct the dams aside from the arguments which would be urged by other sections of the state that this locality should not be singled out for so large an expenditure of public moneys. The constitution provides that so large a sum of money as would be required to construct storage reservoirs adequate for the purposes would have to be submitted at a general election to the people and receive a majority of all the votes cast for and against it at such an election. If a bill were introduced in the Legislature providing for an appropriation for the construction of storage reservoirs for the Genesee River, it is quite likely that it would serve as an encouragement for the introduction of similar bills for other sections of the state and swell the prospective investment of the state beyond an amount which the people of the state would approve.

Mayor's New Plan Outlined.

"Another plan which has not been fully developed or discussed is that of constructing storage reservoirs and levying the expense upon the property benefited thereby.

"It is a general practice of the state to confer upon municipal corporations the power to make public improvements and assess the benefits derived therefrom upon the property benefited thereby. Thus municipalities have authority to construct sewers for the protection of public health and assess the benefits upon the territory that is, or may be, benefited thereby. These assessments extend not only to the property which is connected with the sewer, but property which may be connected some time in the future. Cities are authorized to open new streets and assess the benefits upon territory that may be benefited. Pavements are likewise constructed. The property which may be thus reached by assessment extends not merely to the tangible real estate, but may include any rights or interest in such real estate. These rights or interests would include water rights and franchises. A political division like a city or a county, as well as an individual or a private corporation, may be assessed for these benefits. By such assessments, therefore, all political divisions and all interests might be reached.

"The exact statute under which these assessments are to be brought about would be a subject for most careful study and discussion. The question of necessity should first be formally passed upon. The state commission which has been appointed will submit a report which will serve as a preliminary report and which [illegible] basis for the [illegible]

[illegible] and final report upon the necessity for the construction of storage reservoirs to protect the life, health and property of the people of the state affected. The present state commission might be continued for that purpose, and it might report its findings upon the subject of the necessity to the courts.

Provisions of a Proposed Law.

"After the submission of such a report and its confirmation the same or a new commission might then examine into the plans for the construction of reservoirs, the cost thereof and the estimated expense of maintaining the same, the area and interests to be benefited and the share of the expense which each interest should bear. The statute might provide that this report should then be submitted to the courts for approval or disapproval.

"On the hearing of the report as to the necessity for the construction of reservoirs and the assessment therefor all parties and interests could be heard. Should the second report be confirmed the commissioners might then be authorized to issue bonds, the proceeds of which would be sufficient to carry out its plans. These bonds might be made a lien upon the property controlled by the commission, and the bondholders would have the protection of the previous action of the courts upon the proceedings of the commission. When the reservoirs have been constructed the commission might proceed to levy from year to year the amounts necessary to pay the interest on the bonds, maintain the reservoirs, and provide for sinking funds to pay the bonds which will be issued for a long period of years.

It is believed that the vast amount of new property which would inevitably be produced by the proposed storage of waters, would so materially contribute to the cost as to reduce the assessments upon the present values to the minimum.

"These plans are merely suggested by the sub-committee on scope for discussion, in view of aiding the city committee in arriving at some definite plan by which united action can be had."

Among the committee present who entered at some length into the discussion of the Mayor's plan were Max Brickner, Daniel B. Murphy, Joseph O'Connor, William A. Sutherland and J. Y. McClintock. On motion of Mr. O'Connor the report was accepted as the unanimous sentiment of the committee. The report was signed by A. J. Rodenbeck, D. B. Murphy and William A. Sutherland as a sub-committee.

City Engineer's Report.

The report presented by City Engineer Fisher is too long to be printed in full. Its salient points relate to the floods of the current year in March and July, and the report on this point is as follows:

"The July flood did very little damage in the city, the elevation of the water at the dam being nearly two feet lower than that of the March flood. The March flood, however, was the cause of a large amount of damage, and had it not been for the prompt action of the assistant superintendent of public works in putting in a temporary dam at the Clarissa Street bridge the damage might have been very serious, both to the canal and to the city. The actual damages consisted in the filling of the cellars of buildings along Exchange Street, from Hubbell Park to the Erie Canal, from an overflow of the river into Exchange Street. This water also gorged the Exchange Street sewer, which empties into the outlet sewer passing through Main and Front Streets becoming surcharged the same flood were the filling of nearly all the cellars on Front Street, and a large number on the east side of Mill Street, from the overflow of the river between Main and Andrews Streets into Front Street.

"Considerable damage was also occasioned by the flooding of cellars on Main Street due to the outlet sewer in Main and Front Streets becoming surcharged and thus forcing the water into these cellars.

"Mention should also be made here of the break in the river bank south of the Erie Railroad by which the water from the river flowed into the Erie Canal feeder on the east side of the river. This water was prevented from entering the canal by an ice gorge at its entrance, and overflowed the feeder banks on the easterly side and did a large amount of damage to the property in Mt. Hope Avenue and adjacent property between the Erie Canal and Clarissa Street.

"The city was also in great danger from an overflow of the river into the former Genesee Valley Canal, now occupied by the tracks of the Pennsylvania Railroad Company. The water at the bend above the Vacuum Oil Company came within a very few inches of the top of the narrow embankment between the main track of said railroad and the river. An overflow at this place would have done a large amount of damage to the westerly part of the city.

How State Is Responsible.

"While it is not the province of this committee to suggest remedies, it may be proper in this connection to call special attention to the fact that the great danger to the city from floods such as occurred in 1865 comes from constructions which are owned or controlled by the state. The damage done on the easterly side of the river and the danger of very great damage to the eastern part of the city, is occasioned by the presence of the Erie Canal feeder extending from the dam at the rapids to the Erie Canal, a distance of about two miles.

"On the westerly side of the city mention has also been made of the danger to that portion of the city by an overflow into the former Genesee Valley Canal. The control of this property, so far as is necessary to protect the city, is believed by us to be in the state.

Canal aqueduct. The commissioners investigating the 1865 flood in their report point out that the piers supporting this structure, instead of being built parallel with the stream, run partially across it, thereby materially increasing the amount of obstruction. The commissioners also point out that during the flood trunks of trees, logs and timber lodged against the aqueduct and closed a considerable portion of the waterway through the arches. The situation is illustrated in the report of Mr. Rafter to the state engineer in the year 1895.

"The chairman of your committee in 1896 co-operated with Mr. Emil Kuichling, civil engineer, in an estimate of the maximum flow of the river, in the April flood. The maximum flow was estimated by us at 36,000 cubic feet per second. As the river in the March flood of this year was at almost exactly the same height, the flow may be taken at about the same quantity.

"Daily elevations of the river at Court Street dam have been taken by this office since 1893, and a table showing the maximum and minimum, and average monthly elevations since that time, are to be had, together with a diagram showing the maximum monthly elevations for the same time; also a diagram showing the hourly elevations of the water at the March and July floods of 1902.

"Elevations of the high water, in both the March and July floods, at various points in the city, have been taken. Marks of the floods along up the Genesee Valley have been preserved so that elevations of them can be taken when desired. The division engineer of the Pennsylvania Railroad has also noted the elevations of the high water along that railroad."

Damages to Railroads.

In relation to damages to railroads in the Genesee Valley, the report says:

"The Rochester division of the Pennsylvania Railroad (the former Genesee Valley Canal Railroad) was by the terms of its charter built substantially along the line of the Genesee Valley Canal from Rochester to Hinsdale.

"The canal closely followed the river valley from Rochester to Mt. Morris, a distance of about 37 miles, and the valley of the Canaseraga and Kishaqua Creeks, tributaries of the Genesee River, from Mt. Morris to Portage gorge, about 17 miles; from Portage gorge to Arcadel, a distance of about 23 miles, the canal was built along the westerly side of the river valley, and from Oramel to the summit, a distance of about 12 miles, the canal followed generally along the course of the Black Creek and other tributaries of the Genesee River.

"The damages to this railroad, both to its roadbed and by interruption of traffic, was large in both the March and July floods, but more especially in the July flood. Traffic was entirely suspended for fully one week. The tracks were overflowed by the river in numerous places from Geneseo Junction to Mt. Morris. The damages to the roadbed, however, were not serious in this section. Some damage occurred near the Erie Railway bridge in the Portage gorge by the washing away of a retaining wall at the foot of an embankment by the Genesee River.

"The river also took away portions of the roadbed between Fillmore and Oramel. The greatest damage, however, was probably occasioned by the stream tributary to the Genesee River.

"The proposed dam at Portage, described at length in the report of Mr. Rafter to the state engineer and found in the state engineer's report of 1896, would set the water back to a point between Houghton and Canadea, and would cover the territory along the line of the Pennsylvania Railroad, where the greatest damage occurred. The line between the points in question, in case the dam was built, would be located at a higher elevation and beyond the reach of future floods.

"The Erie Railway's Rochester branch was overflowed between its station and Clarissa Street bridge in the city and traffic suspended for several days in both the March and July floods. Considerable damage was also done to the western division from Scio to Belvidere.

"The Lehigh Valley Railroad was also interfered with in the city between its station and Clarissa Street bridge.

"The Buffalo, Rochester & Pittsburgh Railroad also suffered damage along tributaries of the Genesee River on some portions of its line."

This report, too, was adopted on motion of Joseph O'Connor, and will be duly presented to the state commission at its meeting here this week as the report of the entire committee.

New Members of Committee.

As the work of the local committee is increasing and bids fair to require a continuous organization Mayor Rodenbeck determined yesterday to add to the committee the following well-known business men and to seek to enlist them actively in the crusade to be made by Rochester for a water storage dam: Rufus A. Sibley, Eli M. Upton, Thomas B. Dunn, George F. Roth, Walter B. Duffy, George W. Archer, Thomas J. Nicholl and Charles E. Angle.

Following are the other members of the local committee appointed heretofore by Mayor Rodenbeck, to be known as the flood committee: Hon. Henry C. Brewster, chairman; Louis M. Antisdale, James E. Booth, Max Brickner, William Carson, Hon. Frederick Cook, Hiram H. Edgerton, Charles P. Ford, E. A. Fisher, Colonel James S. Graham, Henry B. Hathaway, Henry Hebing, John M. Ives, A. B. Lamberton, Hon. Merton E. Lewis, William C. Likly, J. J. Mandery, Daniel B. Murphy, J. Y. McClintock, Edmund Ocumpaugh, Joseph O'Connor, Pierre Purcell, L. P. Ross, George W. Rafter, Hon. William A. Sutherland, Hon. John Van Voorhis and Harry S. Woodworth.

To Confer With Valley Committees.

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A sub-committee was appointed yesterday afternoon to attend another conference at the Chamber of Commerce this afternoon to go over the report with a flood committee appointed from Mt. Morris and Geneseo. The members of the Mt. Morris committee are John F. O'Connor, H. F. Brown and John F. Donovan. It is hoped this afternoon to get the indorsement of the communities up the valley to the Mayor's plan of local assessments so that the entire Genesee Valley may be united in demanding the dam along the lines indicated.

The members of the state commission appointed by Governor Odell under the terms of an act introduced in the Legislature by Senator Lewis will be in the city to-morrow and Friday. A portion of the time will be devoted to the monthly business meeting of the commission, but the main object of the visit here is to investigate conditions in the Genesee Valley. All the matters contained in the reports of the local commission will be submitted for discussion to the state commission.

Visit of State Commission.

It is not known definitely when the members of the commission will reach Rochester, but it is thought possibly some of them may come this evening; they live in various parts of the state and will not come on the same trains. Following are the members of the state commission who are expected in Rochester: Attorney General John C. Davies, State Engineer and Surveyor Edward A. Bond, Superintendent of Public Works Charles S. Boyd, State Commissioner of Forests, Fish and Game D. C. Middleton, Olin H. Landreth of Syracuse, John L. King of Syracuse, Elnathan Sweet of Albany, George R. Finch of Glens Falls, and George W. Rafter of Rochester. Harry Bates of Albany is secretary of the commission.

It was planned yesterday to entertain the members of the commission during their visit in Rochester. They will be taken by the local committee to Ontario Beach for a banquet to-morrow or Friday evening, the date depending on the wishes of the commissioners. The party will go to the beach in the private car of Manager T. J. Nicholl of the Rochester Railway Company.

SUB-COMMITTEE'S FLOOD REPORT.

The report submitted Tuesday afternoon by the sub-committee of the local committee considering, with the State Commission, the subject of floods in the Genesee river, proposed a new method of solving the difficulties attending action. Hitherto these difficulties have proved to be insurmountable.

The sub-committee consists of Mayor A. J. Rodenbeck, Daniel B. Murphy and Corporation Counsel William A. Sutherland. These gentlemen have approached the subject from a practical standpoint and with full recognition of the causes of failure in the past. They find the key to the solution of the problem in the system of local assessments for public improvements permitted in municipalities by state authority. They might have found further support for their proposed method of action in existing statutes for the drainage of swamp lands. While the drainage act does not directly apply, it is a precedent for combined action for a common benefit that can be measured in advance. The drainage act is intended to aid citizens of the state in protecting the public health and developing the state's resources. The same objects are involved in the mastery of the Genesee.

Our committee would ask the state and the property immediately benefited to bear the expense of the needed works to restrain and regulate the flow of water in the river. The state's proportion is not suggested, but it may be readily determined by a consideration of the increased valuations and the safeguarding of the state's structures along the canal. Indeed, the division of burdens is not difficult and the idea of going about the work in that way is a happy one. It is really the only practical suggestion that has yet been made. All vested interests are duly considered, as they certainly must be taken into account in any adjustment.

The particularity with which the committee has mentioned the interests involved shows that this city is still able to solve its problems in a sensible and practical way when the times comes. Past efforts to induce the state to bear the entire cost of regulating the river flow have been useful in determining the lines within which action is possible. The committee's discussion of this phase of the subject is lucid and sound.

There is no need in this day of wasting energy over impracticable propositions, dependent upon political action. Whatever is to be done must be accomplished through the common interest in the result. The relief planned can be secured in part at one time and the results noted. Extension of plans can then be made with full experience. It is to be hoped that this subject will be pursued with zeal. If the plans outlined by the committee are carried out, Rochester's future greatness will be assured. She has gathered the railways to herself. She has the canal, has water of the best quality, and her sewers are adequate. Give her continuous water power for her industries, and protection from flood, and no city can compete. That is saying a great deal, but not too much. Rochester has all the elements of greatness and prosperity, and, best of all, she has men of clear vision.

PUBLIC BAND CONCERT

—BY—

54th REGIMENT BAND

F. A. ZEITLER, Director.

AT GENESEE VALLEY PARK,

SATURDAY AFTERNOON, AUGUST 23, 1902

From 3:00 to 6:00 o'clock.

Under the Auspices of the Rochester Chamber of Commerce, Park Commissioners, and Rochester Railway Co.

PROGRAM

PART I.

AMERICA.

1. MARCH—Brooke's Chicago Marine Band, R. Seitz
2. OVERTURE—The Champion, - Geo. Wiegand
3. SELECTION—The Strollers, - Englander
4. { *a* Fair Maiden of Seville, - - Czibulka
   { *b* The Palm and the Pine, - Swinburne-Cortesi
5. MAZOURKA RUSSE—La Czarine, Louis Gaune
6. MEDLEY—Loop the Loop, - Maurice Smith

Ten Minutes Intermission.

PART II.

7. MARCH—Wedding of Reuben and the Maid, - - - - - - Maurice Levy
8. OVERTURE—Fest, - - - Leutner
9. WALTZ—Maid Marian, - - DeKoven
10. SELECTION—Princess Bonnie, Willard Spenser
11. FLOWER SONG—Hearts and Flowers, Tobani
12. MEDLEY—Blaze Away, - - M. H. Smith

STAR SPANGLED BANNER.

When you are through with this Program, do not throw it on the Park Grounds, but in the receptacle for waste.

(Please turn over.)

PUBLIC BAND CONCERT

—BY—

MINGES' BAND

J. FRED MINGES, Director

SENECA PARK EAST

SATURDAY AFTERNOON, AUGUST 23, 1902

From 3:00 to 6:00 o'clock.

Under the Auspices of the Rochester Chamber of Commerce, Park Commissioners, and Rochester Railway Co.

PROGRAM

PART I.

1. MARCH—Loop the Loop, - - Jean Schwartz
2. OVERTURE—L'Elegante, - - Pettie
3. SELECTION—Maritana, - - Wallace
4. POLKA—The Anvil, - - - A. Parlou
5. WALTZ—Symphia, - - - Abe Holzmann
6. BRIDAL CHORUS—Lohengrin, - R. Wagner

Ten Minutes Intermission.

PART II.

7. MARCH—A Piccaninny Christening, - W. Wiley
8. OVERTURE—L'Espoir de L'Alsace, A. Herman
9. TENOR SOLO—When I Think of You, - - - - - - arr. by M. F. Smith
   J. H. Werdein
10. WALTZ—Calanthe, - - Abe Holzman
11. MEDLEY OVERTURE—The Best, - - - - - - arr. by W. H. Mackie
12. POTPOURRI—America, - - Theo. Moses

When you are through with this Program, do not throw it on the Park Grounds, but in the receptacle for waste.

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PUBLIC BAND CONCERT

—BY—

GARRAMONE'S BAND

SIGNOR ROCCO V. GARRAMONE, Director

AT GENESEE VALLEY PARK,

SUNDAY AFTERNOON, AUG. 24, 1902

From 3 to 6 o'clock.

Under the Auspices of the Rochester Chamber of Commerce, Park Commissioners, and Rochester Railway Co.

PROGRAM

PART I.

1. MARCH—The Ambitious Trombonist, D. Cassaretti
2. OVERTURE—Norma, - - - V. Bellini
3. ENTR'ACTE—Beauti Enchantress, P. Laurendeau
4. SELECTION—King Dodo, - - G. Luders
5. VALSE DE CONCERT—Au revoir, E. Waldtenfel
6. FANTASIA—My Old Kentucky Home, O. Langey

Ten Minutes Intermission.

PART II.

7. MARCH—Chamber of Commerce, R. V. Garramone
   Dedicated to Rochester Chamber of Commerce.
8. OVERTURE—All to the Good, - - M. Beyer
9. SYMPHONY No. 1, - - - Dalbey
10. { *a* Toreador's Song from Opera Carmen, G. Bizet
    { *b* Quartette from Rigoletto, - - G. Verdi
11. PICCOLO SOLO, - - - Selected
    Signor Rocco V. Garramone.
12. MEDLEY—Loop the Loop, - - M. Smith

When you are through with this Program, do not throw it on the Park Grounds, but in the receptacle for waste.

(Please turn over.)

PUBLIC BAND CONCERT

—BY—

54th REGIMENT BAND

F. A. ZEITLER, Director.

SENECA PARK EAST

SUNDAY AFTERNOON, AUG. 24, 1902

From 3 to 6 o'clock.

Under the Auspices of the Rochester Chamber of Commerce, Park Commissioners, and Rochester Railway Co.

PROGRAM

PART I.

AMERICA.

1. MARCH—King Dodo, - - G. Luders
2. OVERTURE—Berlin wie es Weint und Lacht, Conradi
3. SELECTION—Garrett O'Magh, Chauncy Olcott
4. SERENADE—Love in Idleness, - Allan Macbeth
5. WALTZ—Calanthe, - - Abe Holzman
6. MEDLEY—Songs from the Fatherland, Andauer

Ten Minutes Intermission.

PART II.

7. MARCH—Amicizia, - - Paris Chambers
8. OVERTURE—Jolly Robbers, Franz Von Suppe
9. CHARACTERISTIC—Cocoanut Dance, A. Herman
10. SELECTION—Florodora, - Leslie Stuart
11. MAGNOLIA—Mazurka de Concert, O. E. Sutton
12. MEDLEY—The Merry Makers, - L. O. De Witt

STAR SPANGLED BANNER.

When you are through with this Program, do not throw it on the Park Grounds, but in the receptacle for waste.

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ROCH

BUSY DAY FOR STATE FLOOD COMMISSIONERS

Conference With Rochester and Upper Valley Committees.

Appreciated Work Done in Obtaining Data in Genesee Valley—Asked for Further and Detailed Reports—Entertained at the Beach Last Night—To Go to Portage To-Day—Report of Commission's Work.

That the City Flood Committee named by Mayor Rodenbeck for the purpose of co-operating with the State Flood Commission in securing data concerning the damage caused by high water in the Genesee river, aided by the committees at Mount Morris and Geneseo, have thus far fulfilled its mission in a most satisfactory way, was evidenced yesterday by the favorable comment voiced by the members of the State Commission and the very apparent interest shown by them in all of their discussion of the features connected with the important subject which they were appointed by Governor Odell to investigate.

While they asked for a further detailed general report covering the entire territory affected, calculated to show some things that have not been wholly covered in the reports already prepared and submitted, which is desired to help the commission in the formulation of its report to the Legislature, they were enabled yesterday to gain a most comprehensive idea of the situation, the probable feelings of the property owners and their desire to assist in bringing about some means of remedying the conditions which have existed heretofore and which threaten repetition of heavy financial losses, much inconvenience and possible menace to the health or lives of the residents of the valley.

Suggestion to State Commission.

The suggestion relative to the construction of storage reservoirs by means of an assessment levied jointly upon the state and the property owners most vitally interested, together with water right owners and all who are interested in the development of power, was received by the commission as something worthy of careful consideration, and as one of the possible solutions of the flood and power problem that are apt to be advanced through such an investigation.

The commission naturally welcomes any information that may be offered and any suggestions that may be advanced, is ready to discuss them from all sides when the proper time comes, and is desirous to learn the sentiments of everyone interested. This fact was demonstrated when the commission made arrangements to come to Rochester, and in its intended trip through the valley to-day, probably as far as Portage. The original procedure outlined was that sub-committees appointed for different districts in the state should obtain the information to be had from such districts, but the thorough manner with which the committees of this city, Mount Morris and Geneseo made their investigations showed the importance of a conference here, and for that reason the State Commission came to Rochester.

Attorney-General Absent.

State Engineer Bond and Commissioner Landreth arrived in the city Wednesday night, and the other members of the commission, with the exception of Attorney-General Davies, reached here yesterday morning as did the committees from Mount Morris and Geneseo. The Mount Morris committee was composed of John F. Donovan and John F. Connor, and the Geneseo committee of L. R. Doty, George Austen and A. J. Willard.

Mr. Bond, who had come to Rochester the night before for the purpose, visited the scene of the work that is being done on several of the state roads near the city, yesterday morning, and the other members of the commission visited with members of the local and upper valley committees until lunch hour.

The State Commission after lunch held its regular monthly meeting at the Powers Hotel, after which the local committee and those from Mount Morris and Geneseo joined them for the conference concerning the flood situation in the Genesee valley. Commissioner Sweet called the meeting to order and as the gentlemen from the two villages desired to catch a train, they were given audience first.

Mr. Connor, of Mount Morris, said that interest in the visit of the commission was, of course, lively among the people up the valley.

"I think," said he, "that our people appreciate the fact this is the first time that a really practical scheme for solving the flood problem has been discussed. The plan for the construction of a dam entirely by the state seemed pleasing at first, perhaps, but study showed that the state would probably expect aid from the residents of the valley. I think that the people of Mount Morris and immediate vicinity are impressed with the idea that the cost of a storage system should be borne jointly on some equitable basis.

Invitation to State Commission.

"As to the need or a remedy against floods, no section appreciates it more than ours and I would suggest that you look over the field and observe the havoc which has been wrought and which is liable to occur year after year. We can point out the location of the proposed dam to you and will provide conveyances that you may investigate the damages that have been sustained. I am decidedly impressed with the scheme to have all parties interested contribute a just proportion to insuring against a repetition of the floods."

Mr. Austin, of Geneseo, is the owner of a large estate, which borders the river for a mile and a half, but he did not care to detail his losses, preferring talk of the necessity of some action that would protect all concerned. As to the finer details, he said that they would, of course, have to be worked out by the engineers and experts, but he could vouch for it that the damage had been done. Mr. Austen said that the local committees seemed to be pretty well agreed and would like to hear the ideas of the state commissioners. He said that he was ready to pay his share of the expense of providing protection.

Suggestions From State Officials.

Superintendent of Public Works Boyd expressed the opinion that it was hardly in the province of the commission to state what could or should be done at this time. Mr. Boyd thought that it might be well for the commission to tell the local committees just what information it wanted, and the latter could gather it and send it later.

Mr. Bond agreed with Mr. Boyd, stating that the commission had suggested the naming of local committees, that it might obtain information from them, and suggested that the local committees submit such reports as early as September 15th, giving their opinion as to the proper location of the dam or dams deemed necessary, or, if local conditions called for dykes, this fact should be mentioned.

"If along the stream there are one or more good locations for reservoirs," said he, "they should be indicated in the report. We could then take them up and out of them all select one or more, after examination by the engineers. Where we have been this suggestion has met with favor."

Commissioner McClintock, of the Rochester Department of Public Works, suggested that the local committees include facts that come under their own observation, which would furnish the foundation of the argument as to the needs for protection. Mr. Bond said that the commission would be glad to hear such facts, which could be embodied in the report, as well. Mayor Rodenbeck explained briefly what the local committee had done, its reports compiled by the sub-committees on scope and statistics and said that the committee would continue its work along any lines that the state commissioners might suggest.

Corporation Counsel Sutherland suggested that Geneseo be heard from, and Mr. Doty, chairman of the committee from that village, said that any project designed to restrain the high waters would, of course, be acceptable. He said that the flood question had probably not been discussed as fully at Geneseo as at Mount Morris, that the plan for an assessment had barely reached the people there, as he was not justified in voicing the sentiment of the people.

One Who Suffered.

As the owner of a 200-acre farm in the town of Leicester, Arthur Cummings spoke interestingly, and while he suffered a loss this summer by flood of about $1,000, he allowed a little humor to creep in while he was talking.

"The flood did its work and did it thoroughly," said he, "as you may see by looking over the territory. There was not much left but the soil, and even some of the top soil was washed away. Some of the people up the valley do not understand the real meaning of the figures presented in reports, but they fully understand what it is to have their lands under water for a week. Since coming here I have heard the statistics presented and am satisfied that the water can be restrained, but there are people up there who do not know whether a dam would hold it back three hours or three days.

"You must first convince them. They are willing to grasp any plan that they feel will afford relief, but they want to be convinced first. If you can convince them they will be ready to contribute according to their means. As to the increase in ... ance, that will have to be demonstrated ... what the land will produce ... years of ... from ...

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Mr. Cummings said that the deposit brought by the high water formed a pasty substance, which he believed caused more damage than good, as it stuck to the growing vegetation, and rendered them difficult if not impossible to harvest, and if eaten by stock sometimes had bad effects upon the animals.

He said that Mr. Willard, who has charge of a large number of farms in the valley, differed from him, believing that the sediment was beneficial in the end. Mr. Willard replied that it had been thought that when a flood came in the winter, the sediment improved the soil. Whether greater benefits would come from three or four years exemption from floods than would be derived from sediment deposited in the winter floods, he could not say, as floods had come so frequently of late years. He estimated that if the lands were insured against floods their value might be enhanced 50 per cent. It was stated in this connection that a farmer in Mount Morris whose farm of 150 acres was worth $150 or $200 an acre in its producing value when not flooded, was not worth more than $20 or $30 with floods covering it frequently.

Mr. Bond suggested that the Mount Morris and Genesee Committee inform Commissioners Landreth and Middleton, the sub-committee for this district, as to the actual damages, if possible, sustained in the valley in those towns.

Bill to be Prepared.

Commissioner King advised that the local committee consult lawyers to help them in suggesting the best means of presenting to the Legislature a plan for the construction of dams or other forms of relief.

"We would like some plan to include in our report," said he.

Mayor Rodenbeck said that the local committee did not want to trespass and had not suggested a plan, but that a bill would be prepared, if desired, providing for the construction of storage reservoirs.

"Certainly, that's what we want," said Commissioner King.

It has been suggested by members of the local committee that a bill be drafted embodying the assessment idea, providing for a commission composed of members of the present State Commission and residents of Monroe and Livingston counties, with the Appellate Court of this department to take whatever evidence might be necessary in arriving at the proper apportionment of the expense of a dam or dams.

The discussion concluded when the Mount Morris and Genesee committees departed, the understanding being that the local committee will submit another report by September 15th.

The Commission Entertained.

At 5 o'clock the members of the State Commission and several members of the local committee boarded a special car for Ontario Beach. They dined at the Hotel Ontario and remained to see the fireworks.

At 9 o'clock this morning they will take a special train over the Pennsylvania railroad, accompanied by as many of the local committeemen as care to go, for a tour of inspection as far as Portage, it is expected, returning this evening. While the Pennsylvania branch does not touch Avon or Geneseo, it is the easier way to reach Mount Morris and Portage, the localities of the proposed dams, and the effects of the flood along the river can be observed.

As regards the cost to the property owners in case a dam were constructed, when there was talk of a dam being built by the state, George W. Rafter, the Rochester member of the State Commission, figured it out that a man owning a $10,000 farm or other property worth $10,000 would pay about $46 toward the cost of the dam, this if the state paid the entire cost. The estimated cost of the dam at that time was $3,300,000, but the changes in the labor laws has increased the probable expense about 25 per cent.

The Business Meeting.

The business meeting of the commission, held prior to the conference with the local committees, was behind closed doors and was comparatively brief. The report of the secretary, Harry Bates, of Albany, which contains all that is of interest to the public, was received, and is here given:

"The thousands of dollars damage annually by freshets throughout the state caused the Legislature of 1902 to pass a bill, which became a law, authorizing the Governor to name a commission to investigate floods and to recommend remedies to relieve the unfavorable conditions that for years have existed to great loss both of life and property.

"After its appointment by the Governor, this commission inaugurated its work, and has so systematically, economically and successfully carried it on that it has attracted the attention of the public and the extensive and favorable comment of the press, and has been the instrument in calling to the notice of the people local flood conditions and difficulties which it has always been feared might exist for all time. When, however, the state, in the appointment of a flood commission, took action, it awakened the people to an appreciation of the fact that it stood ready, if co-operated with, to lend a helping hand toward relieving distressing and dangerous conditions that were a menace to life and property and in many cases were of annual recurrence.

"Through a division of itself into four parts, the appointment of local committees in each affected portion of the state and visitations by sub-committees of the commission, this body has now under its supervision every watershed in the state which could cause damage and is in direct communication with people living upon them. With its office in the capitol as a central place of information and the entire state under observation, the work has resolved itself into a system. It is now apparent that it will broaden out, so far as the work of the sub-committees is concerned, only in time to be concentrated into four reports, which, when combined into the reports called for by the legislation under which the commission was created, will result in proof that more work, [illegible] has been done [illegible] commission [illegible] of the state [illegible] of the [illegible] of the [illegible] many years.

Meetings of the Commission.

"It has been the policy of the commission to hold its regular meetings from time to time in cities of the state affected by floods. In this way the relief of the settled parts of the state are investigated by the entire commission. This has been the case in Syracuse, Binghamton and now Rochester, while the Chambers of Commerce in Buffalo, Albany and Troy are gathering facts, statistics and general information to present to the commission when it visits their cities.

"In view of the fact that the commission has had a working existence of about four and a half months, the secretary deems it wise to present the above outline of the work performed, together with the following report of official work and expenditures, as well as an itemized statement of money spent and an estimate of the general finances and balances.

"After its appointment by Governor Odell, this commission held its first meeting, for the purpose of organization, at the office of State Engineer Bond, on April 28th. This session being but a preliminary one, no secretary was chosen, and the date of the second meeting of the commission was fixed for Syracuse on May 12th.

"The first active work and investigation of the commission was that held in Syracuse, when, after the appointment of a secretary, a trip was taken by the members of the commission up Onondaga lake. It was also at this meeting that conferences were held with the local authorities of Syracuse, and with people whose property had been injured by floods.

Commission's Plan of Work.

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"In pursuance of orders from the commission, the secretary obtained an office on the fourth floor of the capitol building, securing stationery and office supplies, and, after conferences with Commissioners Bond and Sweet, prepared a series of questions to be printed in circular form, and distributed throughout the state, each question bearing upon the local damage caused by floods.

"At the meeting held at the capitol office on May 29th, the circular and letter prepared by the committee and the secretary were approved by the commission. Following action taken at the Syracuse meeting, the state was, at the Albany meeting, divided into four sections based upon watersheds. Each sub-committee was authorized to proceed in its discretion in relation to its particular investigation.

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"The work at the capitol office began by the printing of the circulars and letters authorized by the commission. The circulars were mailed as follows: Legislators and others connected with legislation, 350; mayors and others connected with city administration, 250; presidents of villages and others connected with village administration, 450; supervisors and others connected with county administration, 300; miscellaneous, 400; total of circulars, letters and packages sent, 1,750. Amount of postage expended in circular work, $105; amount of stamps on hand, $10. This represents the distribution of 1,750 packages of circulars, three circulars in each package, making a total of 4,250 circulars sent throughout the state.

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"The commission's fourth meeting was held at the Bennett House in Binghamton. After a business meeting and a general inspection of flood conditions in Binghamton and vicinity, a committee upon the part of the city was named to confer with the sub-committee having the section of the state in which Binghamton is situated in charge. At the meeting, for the purpose of economy, it was decided that each branch of the commission be limited in its expenditures to a sum not to exceed [illegible]

[illegible] bearing upon the work upon which the commission is engaged was also ordered."

The report concludes with a statement showing the expenditures of the commission thus far, which amount to $1,264.55.

PARK BAND CONCERTS.

Programmes to be Played This Afternoon and To-Morrow Afternoon.

The following programme is to be played by the Fifty-fourth Regiment Band at Genesee Valley Park this afternoon:

PART I.

"America."
March—"Brooke's Chicago Marine Band".....R. Seitz
Overture—"The Champion".....George Wiegand
Selection—"The Strollers".....Englander
(a) "Fair Maiden of Seville".....Chlubnka
(b) "The Palm and the Pine".....
.....Swinburne-Cortesi
Mazourka Russe—"La Carline".....Louis Gaune
Medley—"Loop the Loop".....Maurice Smith
Ten minutes' intermission.

PART II.

March—"Wedding of Reuben and the Maid".....Maurice Levy
Overture—"Fest".....Leutner
Waltz—"Maid Masons".....De Koven
Selection—"Princess Bonnie".....Willard Spenser
Flower Song—"Hearts and Flowers".....Tobani
Medley—"Blaze Away".....M. H. Smith
"Star Spangled Banner."

Mingee's Band will play this programme to-day at Seneca Park east:

PART I.

March—"Loop the Loop".....Jean Schwartz
Overture—"L'Elegante".....De Koven
Selection—"Martiana".....Wallace
Polka—"The Anvil".....A. Parson
Waltz—"Symphia".....Abe Holzmann
Bridal Chorus—"Lohengrin".....R. Wagner
Ten minutes' intermission.

PART II.

March—"A Pickaninny Christening".....W. Wiley
Overture—"L'Espoir de L'Alsace".....A. Hermann
Tenor solo—"When I Think of You"
.....Arr. by M. F. Smith
.....J. H. Werdein.
Waltz—"Calanthe".....Abe Holzmann
Medley Overture—"The Best".....P. Laurendeau
.....Arr. by W. H. Mackie
Potpourri—"America".....Theo. Moses
Garramone's Band will give this programme at Genesee Valley Park to-morrow afternoon:

March—"The Ambitious Trombonist"
.....D. Cassaretti
Overture—"Norma".....V. Bellini
Entr'acte—"Beauti Enchantress".....
.....P. Laurendeau
Selection—"King Dodo".....G. Luders
Valse de Concert—"Au Revoir".....E. Waldteufel
Fantasia—"My Old Kentucky Home"
.....O. Langey
Ten minutes' intermission.

PART II.

March—"Chamber of Commerce".....
.....R. V. Garramone
Dedicated to Rochester Chamber of Commerce.
Overture—"All to the Good".....M. Beyer
Symphony No. 1.....Dalbey
(a) Toreador song from "Carmen".....G. Bizet
(b) Quartette from "Rigoletto".....G. Verdi
Piccolo solo.....Selected
Signor Rocco V. Garramone.
Medley—"Loop the Loop".....M. Smith

The programme of the Fifty-fourth Regiment Band for Sunday at Seneca Park east follows:

PART I.

"America."
March—"King Dodo".....G. Luders
Overture—"Rollin' the Walnut Lochi".....Conradi
Selection—"Garrett O'Magh".....Chauncey Olcott
Serenade—"Love in Idleness".....Allan Macbeth
Waltz—"Calanthe".....Abe Holzman
Medley—"Songs from the Fatherland"
.....Andnuer
Ten minutes' intermission.

PART II.

March—"Amicitia".....Paris Chambers
Overture—"Jolly Robbers".....Franz Von Suppe
Characteristic—"Cocoanut Dance".....A. Herman
Selection—"Firedora".....Leslie Stuart
Magnolia—"Mazurka de Concert".....O. E. Sutton
Medley—"The Merry Makers".....L. O. De Witt
"Star Spangled Banner."

8 Rochester Herald. Dec. 6. 1903

A BROAD STATE POLICY

Flood Commission Will Favor a Series of Storage Dams for Genesee, Hudson and Mohawk Valleys, Built Under State Supervision.

INSPECTION TRIP UP GENESEE VALLEY

Members of State Commission and Local Committee Spent the Day Viewing Prospective Dam Sites at Portage and Mt. Morris--Adoption of General Plan To Relieve All Flooded Districts Seems in Sight.

Not since the late William S. Kimball, as first president of the Chamber of Commerce, promulgated the original idea of a water storage dam to hoard up the surplus water of the Genesee to provide power and avoid the danger of flood, has that plan seemed so near to consummation as it was when the members of the State Flood Commission departed from Rochester last night.

For two days the distinguished members of the state commission had been the guests of Rochester. The first day was devoted to the presentation of formal reports, followed by a social entertainment at Ontario Beach, where the state and local men got acquainted one with the other. It was a day of preliminary work for water storage. The entire time was given over yesterday to personal inspection of conditions up the Genesee Valley, viewing the terrible work of the floods, looking over the sites at Portage and Mt. Morris and taking at first hand the facts that had been presented on paper the previous day.

In the party of inspection were several of the best engineers in the state and some of the largest manufacturers; men who thoroughly appreciate the possibilities of water storage and who could see for themselves better than any one could tell them what vast powers for good the Genesee River possessed, if harnessed to do work, and what a tremendous power it was for evil if left unrestrained to find its way to Lake Ontario.

A Party of Experts.

In the party were Edwin A. Bond, State Engineer and Surveyor; Elnathan Sweet, a former State Engineer and Surveyor; George W. Rafter, consulting engineer, who has spent two years under the supervision of the state engineer's department in making surveys and preparing reports of the storage dam project; Edwin A. Fisher, City Engineer of Rochester, who was formerly engineer of the Western New York and Pennsylvania road which run through the valley; J. Y. McClintock, Superintendent of Public Works of Rochester, former City Engineer and the engineer for the State Forestry Commission; Professor Olin H. Landreth of Union College, Schenectady; Charles S. Boyd, State superintendent of Public Works and a civil engineer of high rank. It would be hard to get together in the state of New York a body of experts more familiar with broad engineering problems and with more special knowledge on the subject of water storage.

In the party also were George R. Finch of Glens Falls and Charles R. Finch of Syracuse, two of the largest manufacturers using water power in New York State. Others in the party that went up the valley yesterday on the tour of inspection were D. C. Middleton, president of the State Forest, Fish and Game Commission; Mayor A. J. Rodenbeck, Corporation Counsel W. A. Sutherland, Daniel B. Murphy, vice president of the Chamber of Commerce; Charles J. Brown, former president of the Chamber of Commerce; John M. Ives, secretary of the Chamber of Commerce; Edward R. Foreman, executive clerk to the Mayor, and Harry Bates of Albany, secretary of the State Flood Commission.

The Ride Up the Valley.

The party left the West Avenue station of the Western New York and Pennsylvania road shortly after 9 o'clock yesterday morning on a special train. This enabled them to make such stops as were wanted and to examine points of interest along the line of the railroad, that winding way up the river gorge almost to the Portage. From the car windows could be seen the rocky bed of the river, many feet below. As the trip progressed the scenery became wilder and more picturesque. But this was a party of experts who were looking after engineering points rather than scenery and the trend of the river was carefully examined all the way up to Mt. Morris.

There was no stop at Mt. Morris only to take on board several residents of that village, who accompanied the party up gorge. The Mt. Morris men who boarded the train were: H. E. Brown, N. A. Seymour, C. W. Gamble, George M. Shull, editor of the Enterprise and J. C. Dickey, editor of the Union. The villagers were cordially invited into the baggage car that had been stocked through the generosity of the Bartholomay Brewing Company and were made to feel quite as much at home as were those who had been on board the train all day.

Portage Site for Dam and Reservoir.

The train ran through to Portage without making another stop and here all alighted to view the site of the proposed dam that had been recommended by George W. Rafter to the State Engineer as the most available dam site on the river. The gorge at this point is of immpressive depth. Even the laymen could not fail to be impressed not alone with the grandeur of the scenery, but the obvious advantages of the position as a dam site.

The train continued on up the road as far south as Houghton, a distance of fifteen miles, in order to see the territory that would be used as a reservoir when covered with water. Above Portage, where it is proposed to build the dam, the valley broadens out, so that a large area containing several small villages would be covered with water. The expert members of the party were especially interested to see what sort of a reservoir would be made by the dam and they were enthusiastic over the possibilities.

Returning, the party stopped at Mt. Morris, taking dinner at the Scoville House as the guest of John F. Connor, a member of the Mt. Morris Committee. As soon as dinner was ended, the Mt. Morris committee, consisting of John Donavan, H. E. Brown and Mr. Connor took charge of affairs and presented the points of interests for the inspection of the party.

Awful Havoc at Mt. Morris.

First a visit was made to some of the river farms that had been flooded with water and entirely washed away. There had been much said about the damage in the reports, but not until the visitors saw by occular demonstration what had happened did they secure an adequate idea of the awful power of a Genesee River flood.

On one farm a long row of trees on the old river bank had been torn up by the roots and sent down the valley. A big barn had been tipped over into the stream. The entire top soil had been washed away and in its place were deposits of sand and rocks. On this farm the damage was estimated over $10,000. Not only were the crops, the trees and the buildings gone, but the productiveness of the farm seemed lost forever. Before the flood the land was valued from $150 to $200 an acre; after the flood the discouraged owner offered to sell the entire 100 acres for $2,500.

Such facts and figures made more impression on the state commission than pages of typewritten reports. When one of the sufferers was asked if there was any feeling in Mt. Morris over the two sites and whether he was willing to stand any assessment on his farm if the dam was built at Portage, he made this emphatic reply:

"I lost $10,000 by the July flood inside of 24 hours. I want a storage dam that will stop the flood. I don't care whether it is located in Portage or in hell, if it will stop the flood."

Inspection of "Hog Back" Site.

Aside from showing the damage done by the flood, the Mt. Morris committee had another mission, to exploit the proposed dam site in the vicinity of Mt. Morris and to suggest that a Mt. Morris site was better than the Portage site. The next drive was to the top of the high banks and included a view of the "hog back," the most famous and picturesque spot in the Genesee River. For natural beauty the scene is unsurpassed in the state, and if this element had any consideration in selecting the dam site there is no doubt the "hog back" would [illegible]

The engineers ruled the same facts, however, that had forced Engineer Rafter to reconsider his first preference for the Mt. Morris site and to recommend the Portage site. At the Portage site the dam will be lower and cost much less to construct, although the larger reservoir will necessitate the taking of more land than at Mt. Morris. The Portage site is above the Portage Falls and this gives it a headway of nearly 200 feet over the lower site, capable according to the engineer's estimates, of generating 35,000 extra horse power more than the Mt. Morris site.

Advantages of Upper Site.

Even a more important consideration in favor of the Portage site was the fact that the dam there would store twice as much water as at the lower site. It is a doubtful question if the lower site would impound all the water required to prevent the maximum floods, while at Portage no such question is raised; the entire flow of the river can be impounded.

After the carriage drive to the "hog back" site the party boarded the train at a point below Mt. Morris and the homeward trip was uneventful. The most serious incident of the homebound trip was the loss of William A. Sutherland, who was left behind at the Mt. Morris Hotel. He did not wish to go on the carriage ride and the train pulled out without his knowledge to meet the party some distance below the village. Mr. Sutherland was not missed until the train had gone several miles and it was too late to go back to the village for him.

The train reached the West Avenue station about 7 o'clock in the evening and the members of the state commission took the various night trains for their homes, Commissioner John L. King alone remaining here over night with a friend.

Attitude of State Commission.

The members of the state commission have taken no official action on any of the plans suggested or reports presented by the local committee in this city or elsewhere. The commission report will not be drawn until next January and the official recommendations will not be presented to the State Legislature until February next.

Whatever opinions were expressed by the individual members of the commission when here were purely informal affairs. But there could be no doubt from the attitude of the members of the state commission that they were quite ready to accept at par value all the suggestions of the local committee and to aid to the fullest extent of their influence the demand for legislative action next winter to put in force the Mayor's plan for the building of a storage dam.

State Engineer and Surveyor Bond, whose official position will carry the most weight with the Legislature, is an enthusiastic believer in the possibilities of water storage for power purposes; he does not hesitate to commit himself as favorable to the idea that the state should supervise the construction of a number of large storage dams so as to develop to the utmost its valuable water power.

A Broad State Policy Favored.

The businesslike presentation of the facts and the helpfulness of the important suggestions made by the local committee in this city, made beyond question a deep impression on the state commissioners. There is every indication that the commission will accept in some form the Mayor's plan of assessing the benefits of the dam on all property benefited, applying the principle not only to a water storage dam on the Genesee River, but for dams at the head of the Hudson River in the Adirondack region, and in the Mohawk River, where similar flood conditions and water storage possibilities exist.

Instead of a local bill for the relief of Rochester and the section limited by the Genesee Valley, it looks as if there would grow out of this agitation a general state policy for the development of water power; a policy even more important, though less expensive, than the improvement of the Erie Canal or the construction of good roads by state aid.

The interests of the Adirondack region, the Mohawk Valley and the Genesee Valley are almost identical. The Mohawk and the Hudson are quite as dangerous in flood time as is the Genesee. Thousands of dollars worth of damage is done annually in Albany and Troy by the spring floods and all the counties bordering on the Hudson and the Mohawk are quite as much interested as are the farmers of the Genesee Valley in the flood question.

Interests of All Sections Unified.

A series of dams, to be established throughout the state in the Genesee, Mohawk and Hudson valleys, is necessary to stop the disastrous floods that work havoc in the big cities of the state, while these same dams will all be capable of generating sufficient water power to make the dams self-supporting, take care of the interest on the state bonds and ultimately pay up the principal. All that is asked of the state by the Rodenbeck plan is that the state will give its credit and exercise its supreme power of taxation, so that benefited property can be assessed. Ultimately the state of New York will not pay one dollar for the dams, but will derive a large income after the bonds are retired.

The work of the state commission will serve to unify the interests of all sections of the state and secure enough legislative influence in the various sections to insure the adoption of the general policy of favoring water storage dams wherever required to prevent floods and wherever enough water power can be developed [illegible] the [illegible]

cost without falling back on the state treasury. Instead of a special act, applying only to the Genesee Valley and interesting only a dozen or more of legislators directly, there can be an omnibus storage dam bill that will receive the support of the majority of the legislators of the state, whose counties are directly interested.

Such has been the broad development of the water storage scheme since the state commission came to Rochester. The commissioners were frank to admit that they received here many broader ideas and the suggestion of more comprehensive plans than had been conceived at the outset. They departed from the city last night quite as enthusiastic over the prospect of the storage dam project as its original supporters in this city. There is every indication that they will back the plan, not only by their report to the Legislature, but with the weight of their personal influence at Albany next winter.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

Mr. Cummings said that the deposit brought by the high water formed a pasty substance, which he believed caused more damage than good, as it stuck to the growing vegetation, and rendered them difficult if not impossible to harvest, and if eaten by stock sometimes had bad effects upon the animals.

He said that Mr. Willard, who has charge of a large number of farms in the valley, differed from him, believing that the sediment was beneficial in the end. Mr. Willard replied that it had been thought that when a flood came in the winter, the sediment improved the soil. Whether greater benefits would come from three or four years exemption from floods than would be derived from sediment deposited in the winter floods, he could not say, as floods had come so frequently of late years. He estimated that if the lands were insured against floods their value might be enhanced 50 per cent. It was stated in this connection that a farmer in Mount Morris whose farm of 150 acres was worth $150 or $200 an acre in its producing value when not flooded, was not worth more than $20 or $30 with floods covering it frequently.

Mr. Bond suggested that the Mount Morris and Genesee Committee inform Commissioners Landreth and Middleton, the sub-committee for this district, as to the actual damages, if possible, sustained in the valley in those towns.

Bill to be Prepared.

Commissioner King advised that the local committee consult lawyers to help them in suggesting the best means of presenting to the Legislature a plan for the construction of dams or other forms of relief.

"We would like some plan to include in our report," said he.

Mayor Rodenbeck said that the local committee did not want to trespass and had not suggested a plan, but that a bill would be prepared, if desired, providing for the construction of storage reservoirs.

"Certainly, that's what we want," said Commissioner King.

It has been suggested by members of the local committee that a bill be drafted embodying the assessment idea, providing for a commission composed of members of the present State Commission and residents of Monroe and Livingston counties, with the Appellate Court of this department to take whatever evidence might be necessary in arriving at the proper apportionment of the expense of a dam or dams.

The discussion concluded when the Mount Morris and Genesee committees departed, the understanding being that the local committee will submit another report by September 15th.

The Commission Entertained.

At 5 o'clock the members of the State Commission and several members of the local committee boarded a special car for Ontario Beach. They dined at the Hotel Ontario and remained to see the fireworks.

At 9 o'clock this morning they will take a special train over the Pennsylvania railroad, accompanied by as many of the local committeemen as care to go, for a tour of inspection as far as Portage, it is expected, returning this evening. While the Pennsylvania branch does not touch Avon or Geneseo, it is the easier way to reach Mount Morris and Portage, the localities of the proposed dams, and the effects of the flood along the river can be observed.

As regards the cost to the property owners in case a dam were constructed, when there was talk of a dam being built by the state, George W. Rafter, the Rochester member of the State Commission, figured it out that a man owning a $10,000 farm or other property worth $10,000 would pay about $45 toward the cost of the dam, this if the state paid the entire cost. The estimated cost of the dam at that time was $3,300,000, but the changes in the labor laws has increased the probable expense about 25 per cent.

The Business Meeting.

The business meeting of the commission, held prior to the conference with the local committee, was behind closed doors and was comparatively brief. The report of the secretary, Harry Bates, of Albany, which contains all that is of interest to the public, was received, and is here given:

"The thousands of dollars damage annually by freshets throughout the state caused the Legislature of 1902 to pass a bill, which became a law, authorizing the Governor to name a commission to investigate floods and to recommend remedies to relieve the unfavorable conditions that for years have existed to great loss both of life and property.

"After its appointment by the Governor, this commission inaugurated its work, and has so systematically, economically and successfully carried it out that it has attracted the attention of the public and the extensive and favorable comment of the press, and has been the instrument in calling to the notice of the people local flood conditions and difficulties which it has always been feared might exist for all time. When, however, the state, in the appointment of a flood commission, took action, it awakened the people to an appreciation of the fact that it stood ready, if co-operated with, to lend a helping hand toward relieving distressing and dangerous conditions that were a menace to life and property and in many cases were of annual recurrence.

"Through a division of itself into four parts, the appointment of local committees in each affected portion of the state and visitations by sub-committees of the commission, this body has now under its supervision every watershed in the state which could cause damage and is in direct communication with people living on them. With its office in the capitol as a central place of information and the entire state under observation, the work has resolved itself into a system. It is now apparent that it will broaden out, so far as the work of the sub-committees is concerned, only in time to be concentrated into four reports, which, when combined into the reports called for by the legislation under which the commission was created, will result in good that more work

of any other commission ever appointed by the state can accomplish.

Meetings of the Commission.

"It has been the policy of the commission to hold its regular meetings from time to time in cities of the state affected by floods. In this way the relief of the settled parts of the state are investigated by the entire commission. This has been the case in Syracuse, Binghamton and now Rochester, while the Chambers of Commerce in Buffalo, Albany and Troy are gathering facts, statistics and general information to present to the commission when it visits their cities.

"In view of the fact that the commission has had a working existence of about four and a half months, the secretary deems it wise to present the above outline of the work performed, together with the following report of official work and expenditures, as well as an itemized statement of money spent and an estimate of the general finances and balances.

"After its appointment by Governor Odell, this commission held its first meeting, for the purpose of organization, at the office of State Engineer Bond, on April 23th. This session being but a preliminary one, no secretary was chosen, and the date of the second meeting of the commission was fixed for Syracuse on May 12th.

"The first active work and investigation of the commission was that held in Syracuse, when, after the appointment of a secretary, a trip was taken by the members of the commission up Onondaga lake. It was also at this meeting that conferences were held with the local authorities of Syracuse, and with people whose property had been injured by floods.

Commission's Plan of Work.

"At the Syracuse meeting it was decided that systematic work of investigation could better be carried on through the efforts of sub-committees of the commission rather than by the entire commission attempting to visit each section of the state. After a suggestion along this line made by Commissioner King, the state was geographically divided into four parts and two commissioners were assigned to each part, with the understanding that each sub-committee should make its separate investigation and report back to the committee as a whole.

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A Party of Experts.

In the party were Edwin A. Bond, State Engineer and Surveyor; Elnathan Sweet, a former State Engineer and Surveyor; George W. Rafter, consulting engineer, who has spent two years under the supervision of the state engineer's department in making surveys and preparing reports of the storage dam project; Edwin A. Fisher, City Engineer of Rochester, who was formerly engineer of the Western New York and Pennsylvania road which run sthrough the valley; J. Y. McClintock, Superintendent of Public Works of Rochester, former City Engineer and the engineer for the State Forestry Commission; Professor Olin H. Landreth of Union College, Schenectady; Charles S. Boyd, State Superintendent of Public Works and a civil engineer of high rank. It would be hard to get together in the state of New York a body of experts more familiar with broad engineering probleme and with more special knowledge on the subject of water storage.

In the party also were George R. Finch of Glens Falls and Charles R. Finch of Syracuse, two of the largest manufacturers using water power in New York State. Others in the party that went up the valley yesterday on the tour of inspection were D. C. Middleton, president of the State Forest, Fish and Game Commission; Mayor A. J. Rodenbeck, Corporation Counsel W. A. Sutherland, Daniel B. Murphy, vice president of the Chamber of Commerce; Charles J. Brown, former president of the Chamber of Commerce; John M. Ives, secretary of the Chamber of Commerce; Edgar R. Foreman, executive clerk to the Mayor, and Harry Bates of Albany, secretary of the State Flood Commission.

The Ride Up the Valley.

The party left the West Avenue station of the Western New York and Pennsylvania road shortly after 9 o'clock yesterday morning on a special train. This enabled them to make such stops as were wanted and to examine points of interest all along the line of the railroad, that winds its way up the river gorge almost to the state line. From the car windows could be seen the rocky bed of the river, many feet below. As the trip progressed the scenery became wilder and more picturesque. But this was a party of experts who were looking after engineering points rather than scenery and the trend of the river was carefully examined all the way up to Mt. Morris.

There was no stop at Mt. Morris only to take on board several residents of that village, who accompanied the party up gorge. The Mt. Morris men who boarded the train were: H. E. Brown, N. A. Seymour, C. W. Gamble, George M. Shull, editor of the Enterprise and J. C. Dickey, editor of the Union. The villagers were cordially invited into the baggage car that had been stocked through the generosity of the Bartholomay Brewing Company and were made to feel quite as much at home as were those who had been on board the train all day.

Portage Site for Dam and Reservoir.

The train ran through to Portage without making another stop and here all alighted to view the site of the proposed dam that had been recommended by George W. Rafter to the State Engineer as the most available dam site on the river. The gorge at this point is of impressive depth. Even the laymen could not fail to be impressed not alone with the grandeur of the scenery, but the obvious advantages of the position as a dam site.

The train continued on up the road as far south as Houghton, a distance of fifteen miles, in order to see the territory that would be used as a reservoir when covered with water. Above Portage, where it is proposed to build the dam, the valley broadens out, so that a large area containing several small villages would be covered with water. The expert members of the party were especially interested to see what sort of a reservoir would be made by the dam and they were enthusiastic over the possibilities.

Returning, the party stopped at Mt. Morris, taking dinner at the Scoville House as the guest of John F. Conner, a member of the Mt. Morris Committee. As soon as dinner was ended, the Mt. Morris committee, consisting of John Donavan, H. E. Brown and Mr. Connor took charge of affairs and presented the points of interests for the inspection of the party.

Awful Havoc at Mt. Morris.

First a visit was made to some of the river farms that had been flooded with water and entirely washed away. There had been much said about the damage in the reports, but not until the visitors saw by ocular demonstration what had happened did they secure an adequate idea of the awful power of a Genesee River flood.

On one farm a long row of trees on the old river bank had been torn up by the roots and sent down the valley. A big barn had been tipped over into the stream. The entire top soil had been washed away and in its place were deposits of sand and rocks. On this farm the damage was estimated over $10,000. Not only were the crops, the trees and the buildings gone, but the productiveness of the farm seemed lost forever. Before the flood the land was valued from $150 to $200 an acre; after the flood the discouraged owner offered to sell the entire 100 acres for $2,500.

Such facts and figures made more impression on the state commission than pages of typewritten reports. When one of the sufferers was asked if there was any feeling in Mt. Morris over the two sites and whether he was willing to stand any assessment on his farm if the dam was built at Portage, he made this emphatic reply:

"I lost $10,000 by the July flood inside of 24 hours. I want a storage dam that will stop the flood. I don't care whether it is located in Portage or in hell, if it will stop the flood."

Inspection of "Hog Back" Site.

Aside from showing the damage done by the flood, the Mt. Morris committee had another mission, to exploit the proposed dam site in the vicinity of Mt. Morris and to suggest that a Mt. Morris site was better than the Portage site. The next drive was to the top of the high banks and included a view of the "hog back," the most famous and picturesque spot in the Genesee River. For natural beauty the scene is unsurpassed in the state, and if this element had any consideration in selecting the dam site, there was no doubt the "hog back" would

The engineers noted the same facts, however, that had forced Engineer Rafter to reconsider his first preference for the Mt. Morris site and to recommend the Portage site. At the Portage site the dam will be lower and cost much less to construct, although the larger reservoir will necessitate the taking of more land than at Mt. Morris. The Portage site is above the Portage Falls and this gives it a headway of nearly 500 feet over the lower site, capable according to the engineer's estimates, of generating 35,000 extra horse power more than the Mt. Morris site.

Advantages of Upper Site.

Even a more important consideration in favor of the Portage site was the fact that the dam there would store twice as much water as at the lower site. It is a doubtful question if the lower site would impound all the water required to prevent the maximum floods, while at Portage no such question is raised; the entire flow of the river can be impounded.

After the carriage drive to the "hog back" site the party boarded the train at a point below Mt. Morris and the homeward trip was uneventful. The most serious incident of the homebound trip was the loss of William A. Sutherland, who was left behind at the Mt. Morris Hotel. He did not wish to go on the carriage ride and the train pulled out without his knowledge to meet the party some distance below the village. Mr. Sutherland was not missed until the train had gone several miles and it was too late to go back to the village for him.

The train reached the West Avenue station about 7 o'clock in the evening and the members of the state commission took the various night trains for their homes. Commissioner John L. King alone remaining here over night with a friend.

Attitude of State Commission.

The members of the state commission have taken no official action on any of the plans suggested or reports presented by the local committee in this city or elsewhere. The commission report will not be drawn until next January and the official recommendations will not be presented to the State Legislature until February next.

Whatever opinions were expressed by the individual members of the commission when here were purely informal and not to be quoted. But there could be no doubt therefore, But there could be no doubt from the attitude of the members of the state commission that they were quite ready to accept at par value all the suggestions of the local committee and to add to the fullest extent of their influence the demand for legislative action next winter to put in force the Mayor's plan for the building of a storage dam.

State Engineer and Surveyor Bond, whose official position will carry the most weight with the Legislature, is an enthusiastic believer in the possibilities of water storage for power purposes; he does not hesitate to commit himself as favorable to the idea that the state should supervise the construction of a number of large storage dams so as to develop to the utmost its valuable water power.

A Broad State Policy Favored.

The businesslike presentation of the facts and the helpfulness of the important suggestions made by the local committee in this city, made beyond question a deep impression on the state commissioners. There is every indication that the commission will accept in some form the Mayor's plan of assessing the benefits of the dam on all property benefited, applying the principle not only to a water storage dam on the Genesee River, but for dams at the head of the Hudson River in the Adirondack region, and in the Mohawk River, where similar flood conditions and water storage possibilities exist.

Instead of a local bill for the relief of Rochester and the section limited by the Genesee Valley, it looks as if there would grow out of this agitation a general state policy for the development of water power; a policy even more important, though less expensive, than the improvement of the Erie Canal or the construction of good roads by state aid.

The interests of the Adirondack region, the Mohawk Valley and the Genesee Valley are almost identical. The Mohawk and the Hudson are quite as dangerous in flood time as is the Genesee. Thousands of dollars worth of damage is done annually in Albany and Troy by the spring floods and all the counties bordering on the Hudson and the Mohawk are quite as much interested as are the farmers of the Genesee Valley in the flood question.

Interests of All Sections Unified.

A series of dams, to be established throughout the state in the Genesee, Mohawk and Hudson valleys, is necessary to stop the disastrous floods that work havoc in the big cities of the state, while these same dams will all be capable of generating sufficient water power to make the dams self-supporting, take care of the interest on the state bonds and ultimately pay up the principal. All that is asked of the state by the Rodenbeck plan is that the state will give its credit and exercise its supreme power of taxation, so that benefited property can be assessed. Ultimately the state of New York will not pay one dollar for the dams, but will derive a large income after the bonds are retired.

The work of the state commission will serve to unify the interests of all sections of the state and secure enough legislative influence in the various sections to insure the adoption of the general policy of favoring water storage dams wherever required to prevent floods and wherever enough water power [illegible]

cost without adding much on the state treasury. Instead of a special act, applying only to the Genesee Valley and interesting only a dozen or more of legislators directly, there can be an omnibus storage dam bill that will receive the support of the majority of the legislators of the state, whose counties are directly interested.

Such has been the broad development of the water storage scheme since the state commission came to Rochester. The commissioners were frank to admit that they received here many broader ideas and the suggestion of more comprehensive plans than had been conceived at the outset. They departed from the city last night quite as enthusiastic over the prospect of the storage dam project as its original supporters in this city. There is every indication that they will back the plan, not only by their report to the Legislature, but with the weight of their personal influence at Albany next winter.

PARK BAND CONCERTS.

Programmes to be Played This Afternoon and To-Morrow Afternoon.

The following programme is to be played by the Fifty-fourth Regiment Band at Genesee Valley Park this afternoon:

PART I.

"America."
March--"Brooke's Chicago Marine Band".....R. Seitz
Overture--"The Champion".....George Wiegand
Selection--"The Strollers".....Englander
(a) "Fair Maiden of Seville".....Czibulka
(b) "The Palm and the Pine".....
.....Swinburne-Cortese
Mazourka Russe--"La Czarina".....Louis Gaume
Medley--"Loop the Loop".....Maurice Smith

Ten minutes' intermission.

PART II.

March--"Wedding of Reuben and the Maid".....Maurice Levy
Overture--"Fest".....Leutner
Waltz--"Maid Marian".....De Koven
Selection--"Princess Bonnie".....Willard Spenser
Flower Song--"Hearts and Flowers".....Tobani
Medley--"Bliss Away".....M. H. Smith
"Star Spangled Banner."

Minges's Band will play this programme to-day at Seneca Park east:

PART I.

March--"Loop the Loop".....Jean Schwartz
Overture--"L'Elegante".....Pettis
Selection--"Mariana".....Wallace
Polka--"The Avril".....A. Farlon
Waltz--"Symphia".....Abe Holzmann
Bridal Chorus--"Lohengrin".....R. Wagner

Ten minutes' intermission.

PART II.

March--"A Pickaninny Christening".....W. Wiley
Overture--"Reppir de L'Alsace".....A. Herman
Tenor solo--"When I Think of You".....
.....Arr. by M. F. Smith
.....J. H. Werden.
Waltz--"Calanthe".....Abe Holzmann
Medley Overture--"The Rose".....
.....Arr. by W. H. Mackie
Potpourri--"America".....Theo. Moss

Garramone's Band will give this programme at Genesee Valley Park to-morrow afternoon:

March--"The Ambitious Trombenist".....D. Casserett
Overture--"Norma".....V. Bellini
Entr'acte--"Beauti Enchantress".....
.....P. Laurendeau
Selection--"King Dodo".....G. Luders
Valse de Concert--"Au Revoir".....E. Waldteufel
Fantasia--"My Old Kentucky Home".....
.....O. Langey

Ten minutes' intermission.

PART II.

March--"Chamber of Commerce".....
.....R. V. Garramone
Dedicated to Rochester Chamber of Commerce.
Overture--"All to the Good".....M. Beyer
Symphony No. 1.....Daibey
(a) Toreador song from "Carmen".....G. Bizet
(b) Quartette from "Rigoletto".....G. Verdi
Piccolo solo.....Selected
.....Signor Rocco Garramone.
Medley--"Loop the Loop".....M. Smith

The programme of the Fifty fourth Regiment Band for Sunday at Seneca Park east follows:

PART I.

"America."
March--"King Dodo".....G. Luders
Overture--"Berlin wie as Walut und Lech".....Conradi
Selection--"Garrett O'Magh".....Chauncey Olcott
Serenade--"Love in Idleness".....Allan Macbeth
Waltz--"Calanthe".....Abe Holzman
Medley--"Songs from the Fatherland".....Andnuer

Ten minutes' intermission.

PART II.

March--"Amicizia".....Paris Chambers
Overture--"Jolly Robbers".....Franz Von Suppe
Characteristic--"Cocoanut Dance".....A. Herman
Selection--"Fiorodora".....Leslie Stuart
Magnolia--"Mazurka de Concert".....O. E. Sutton
Medley--"The Merry Makers".....L. O. De Witt
"Star Spangled Banner."

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Historic Scrapbooks Collection

Herald 8/25/02

STORAGE LAW

Features of Proposed Legislative Act.

TO BUILD DAM

Provision for a Commission To Be Named by the Courts.

MAYOR WILL DRAFT THE BILL

Commission Shall Make Plans, Levy Assessments, Issue Bonds and Build the Dam — Complicated Piece of Legislation To Cover All the Points —Suggestion of a General Bill.

When the members of the State Flood Commission were in conference at the Powers Hotel last Thursday afternoon with the local committees from Rochester, Mt. Morris and Geneseo, Mayor Rodenbeck's new plan for constructing the water storage dam was formally presented with the official approval of the Rochester committee. The committeemen from the villages up the valley declared themselves personally in favor of the main features of the scheme without undertaking to state how their constituents felt about it.

The plan that was presented to the state commission and given out to the public is quite general in its character. The gist of the plan as proposed is contained in this single sentence of the report:

"Another plan which has not been fully developed or discussed is that of constructing storage reservoirs and levying the expense upon the property benefited thereby."

The Mayor makes this argument in favor of legality of his proposed plan of assessment:

"It is a general practice of the state to confer upon municipal corporations the power to make public improvements and assess the costs upon the property benefited thereby. The municipalities have authority to construct sewers for the protection of public health and assess the benefits upon the territory that is, or may be, benefited thereby. These assessments extend not only to the property which is connected with the sewer, but property which may be connected some time in the future. Cities are authorized to open new streets and assess the costs upon territory that may be benefited. Pavements are likewise constructed. The property which may be thus reached by assessment extends not merely to the tangible real estate, but may include any rights or interest in such real estate."

Explaining what property would come in for the assessment for a storage dam, the Mayor says:

"These rights or interests would include water rights and franchises. A political division like a city or a county, as well as an individual or a private corporation, may be assessed for these benefits. The state has brought itself within the jurisdiction of such assessments. By such assessments, therefore, all political divisions and all interests might be reached."

Mayor To Draft a Bill.

When the conference was in session last week Mayor Rodenbeck promised, at the request of the commission, to draft a legislative bill, embodying in detail the features of his plan and to submit this bill to the commission not later than September 15. This will give the commission something more tangible on which to work and put in definite legal form the claims of the Genesee Valley.

Before the commission met, some work had already been done on the preparation of the legislative bill by Commissioner McClintock and Mayor Rodenbeck; since the commission departed, several members of the committee have been in conference with the Mayor, making suggestions as to subject matter to be incorporated in the bill. As Corporation Counsel Sutherland remarked at one of the conferences: "The task of drafting a complete bill to cover all the points will require the hardest sort of work for two weeks on the part of a good constitutional lawyer." This gives some adequate idea of the care with which the detailed work must be done in drawing a statute that must provide for innumerable contingencies, cover all possible objections that may be raised and probably run the gantlet of the courts before the dam can be built.

But in view of the widespread interest on the subject of the storage dam throughout Western New York, a brief summary of the main features that will be incorporated in the statute is of much importance at this juncture.

Features of the Bill.

The first move proposed in the bill will be for the appointment of a permanent commission of five benefited. This commission will have the handling of millions of dollars and on its work will depend the success or failure of the entire enterprise. The appointment of such a commission must be safeguarded in every possible way and in view of the many conflicting interests involved, men of wide experience in business matters and of the strictest impartiality must be selected.

The suggestion in the statute is that a commission of five men be appointed by the Appellate Court of this division, two members of the present State Flood Commission of nine to be among the five named. This will insure the appointment of two men on the permanent commission who are not affected by local interests. The other three men are to be selected, one from Monroe, one from Livingston and one from Wyoming counties. This gives fair representation to all the localities interested.

After the commission is named by the Appellate Court, its first duty will be to make an official investigation as to the advisability of constructing a water storage dam, its location, estimated cost and complete plans for construction. This report must then go back to the Appellate Court to be approved by the majority of the justices before another move is made.

Having secured judicial approval of the plans for the dam, the next move will be for the commission to make up its proposed assessment on all the property benefited. This assessment will constitute the hardest work of the commission.

It shall determine how great a share the state of New York at large must pay in return for the water diverted for the use of the Erie Canal, and other direct advantages the state will derive from the dam. It shall decide how much the city of Rochester and other localities shall pay annually for protection against floods and other direct benefits to be derived from the dams. It shall determine how much the Erie, Lehigh Valley, Western New York & Pennsylvania, Buffalo, Rochester & Pittsburgh and other railroads shall pay annually for flood protection. It shall determine what the owner of every farm in the Genesee Valley, in the flood district, shall pay for the same protection. It shall determine the benefit to be derived by every water right owner in the Genesee Valley for the increased value of power created by the building of the dam.

The mere summary of the numerous kinds of property benefited and liable to assessment is sufficient to indicate the great difficulty of making an assessment roll that is satisfactory. This assessment roll must be reported by the commission to the Appellate Court again and all parties interested will have an opportunity to come in and object. It may take some time before the court can settle the various claims, but a big advantage is gained by having the assessment roll confirmed beyond possibility of future legal controversy before the dam is built and the bonds issued. This course of procedure will absolutely insure the legality of the bonds and make them acceptable to purchasers.

Cost of Dam and Reservoir.

After the commission has secured approval for its plans for the dam and made up an assessment roll that has passed muster in the courts, the work of constructing the dam itself will begin. Bonds for the cost of the dam, estimated between $3,000,000 and $4,000,000 will be issued under state supervision and backed by the dam property itself.

There is a long task ahead in securing the condemnation of miles of land above Portage for a reservoir, in case the dam is built at that point, as urged by all the best engineers who have examined the matter. The water will back up the valley for thirty-five miles, and all this land must be bought and paid for. The railroad tracks of the Western New York & Pennsylvania must be moved for several miles. Two or three small hamlets will be wiped out. Several cemeteries must be removed. In fact, the cost of the land for the reservoir will be several times as great as the cost of the dam itself. Approximately it is figured the dam can be built at Portage for about $1,000,000, and that the cost of land that will be flooded to make the reservoir will be over $2,000,000; and it may run higher.

Maintenance and Interest Charges.

After the dam is built and the bonds issued to pay for it the commission will levy an annual assessment on the property benefited to pay the interest on the bonds and the cost of maintenance. The suggestion contained in the proposed statute is that the bonds shall run for fifty years and that only the interest and maintenance charges shall be assessed for the first ten years. It is thought after ten years of operation the value of the property benefited and the new property developed by the dam will be sufficient to warrant the starting of a sinking fund. For the remaining forty years the annual assessment will not only include the interest on the bonds and maintenance of the dam, but an installment to be deposited in the sinking fund.

As the sinking fund increases the interest charges will be reduced by the retirement of the bonds. At the end of fifty years the dam will be free from debt and the state will not have made a dollar of direct appropriation for its construction, while a very profitable property will have been developed that will continue for all time to come to bring revenue to the state. Of course in the interim the state will have paid its fair share of the annual assessments, but such payment cannot be termed a bonus.

Increase in Values.

[illegible] benefits to the property are increased or diminished. A very important suggestion is contained in the concluding sentence of the Mayor's report to the flood commission, bearing on this point. Says the Mayor: "It is believed that the vast amount of new property which would inevitably be produced by the proposed storage of waters would so materially contribute to the cost as to reduce the assessment upon present values to the minimum."

After the state commission had visited the upper river and its members informally had begun to discuss the question freely, another very important suggestion was made that seemed to meet with considerable favor on all sides. This was the suggestion that instead of drawing a special bill to cover the Genesee Valley a general storage dam bill be drawn that should enable the communities interested in all sections of the state to construct storage dams on the same terms.

Union of Interests Throughout State.

The flood evil is quite as great in the Mohawk and Hudson valleys as in the Genesee Valley, and the possibilities of developing valuable water power almost if not quite as good. The commission will soon visit the source of these big rivers that do great damage annually at Troy, Albany, Amsterdam and other eastern cities and it is expected that similar conditions will be found that will make a general state bill practical. There is in the eastern section of the state quite as strong pressure for water storage dams in the Adirondack region to control the floods of the Hudson and to give cheap power to Albany, Troy and other nearby cities as there is in the western end of the state in favor of a dam in the Genesee River.

Difficulties in Plan.

These preliminary suggestions give a faint idea of the difficulty of the task before the propectors of the storage dam in the Genesee River, but the difficulties are by no means insurmountable; the proposed legislation is no more complicated than other statutes that have been drafted and put in successful operation.

One member of the state commission in discussing this phase of the situation the other day thus disposed of the question:

"The project of building water storage dams offers not half so great difficulties as putting in operation the rapid transit tunnel scheme in New York City, the good roads law now in operation in this state, or the securing of the new aqueduct for New York City. And do you think it is half so complicated a task to draw a practical bill for water storage as it was to draft the Raines liquor law, the franchise tax law, the primary law or other big pieces of legislation that have been enacted in recent years?"

PARK BAND CONCERTS.

Democrat & Chron. 8/30/02

Two This Afternoon—Programmes to be Played To-Morrow Afternoon.

The Minges Military Band will play this afternoon at Genesee Valley Park and the Fifty-fourth Regiment Band will play at Seneca Park. A feature of the concert by the Minges band will be a vocal solo, "Down Where the Cotton Blossoms Grow," by J. H. Werdin.

The Fifty-fourth Regiment Band will play the following programme to-morrow afternoon at Genesee Valley Park:

PART I.

March—"Consolation"..... Zatarelli..
Overture—"Raymond"..... A. Thomas
Operatic—"Reminiscences"..L.P. Laurendeau
Selection—"The Ameer"..... Victor Herbert
a—"Serpentine Dance"..... A. Herman
b—"The Birds and the Brook"..H. M. Stultz
Medley overture—"Merry Makers"....
.....L. O. DeWitt
Ten minutes' intermission.

PART II.

March—"Onward Christian Soldier"..
.....Paris Chambers
Overture—"Merry Wives of Windsor," Nicolai
Descriptive—"A Hunting Scene (by request)".....Bucalossi
Selection—"Il Trovatore".....Verdi
Waltz—"Blue Danube,".....Johan Strauss
Melange—"The Royal Circle".....Dailey
"Star Spangled Banner".....

Garramone's Band will give the Sunday programme in Seneca Park Sunday:

PART I.

March—"Return of the Forty-seventh Regiment"..... S. Bryant
Overture—"Nabuchadnezzar"..... G. Verdi
Tuba Solo—"The Mighty Deep"..W. H. Judge
Selection—"The Maiden With the Dreamy Eyes".....Boettger
Humoresque .....Wheeler
Waltz—"Jolly Fellows".....R. Vollstedt
Ten minutes' intermission.

PART II.

March—Trombone section....P. W. Chambers
Overture—"The Merry Minstrel"..G. Voelker
"The Holy City" (by request)..... A. Adam
a—"The Sultain"..... Wm. Loraine
b—"Frog Pudsies"..... O'Hare
"Dutch Patrol"..... H. Restorff
Medley—"Harry Von Tilzer's New Hits"..... F. Smith
Introducing "Chocolate Drops," "Mary Dear," "Bamboo Queen," "On a Sunday Afternoon," "The Mansion of Aching Hearts," "Loo Loo, Oh, Loo Loo."

PUBLIC BAND CONCERT
BY
MINGES' MILITARY BAND
J. FRED MINGES, Director.
At GENESEE VALLEY PARK.
SATURDAY AFTERNOON, AUGUST 30th, 1902.
From 3:00 to 6:00 o'clock.
UNDER THE AUSPICES OF THE ROCHESTER CHAMBER OF COMMERCE, PARK COMMISSIONERS, AND ROCHESTER RAILWAY COMPANY.

PROGRAM

PART I.

1. MARCH—The King's Fighting Men, ... *L. C. True*
2. OVERTURE—Polyphonie, ... *Petee*
3. SELECTION—The Creation, ... *Haydn*
4. WALTZ—My Dream, ... *Waldteufel*
5. MEDLEY—Harvest Days, ... *Chattaway*
6. DANCE—La Paloma, ... *arr. J. M. Missud*

TEN MINUTES INTERMISSION.

PART II.

7. MARCH—Sentimental Tommy, . . . *Gus Edwards*
8. OVERTURE—Poet and Peasant, . . . *Fr. V. Suppe*
9. WALTZ—Happy Hearts, ... *C. Faust*
10. SONG—Down Where the Cotton Blossoms Grow, *J. H. Merdin*
11. DESCRIPTIVE—The Owl's Picnic, . . *W. S. Ripley*
12. OVERTURE—On National Airs "America" . *Theo Moses*

Amateur Races Genesee Valley Park Under Auspices Rochester Athletic Club on Track and River on Labor Day, September 1st, Beginning 2 P. M. Admission Free.

☞PLEASE TURN OVER.

PUBLIC BAND CONCERT
—BY—
54th REGIMENT BAND
F. A. ZEITLER, Director.
SENECA PARK EAST
SATURDAY AFTERNOON, AUGUST 30, 1902
From 3:00 to 6:00 o'clock.

Under the Auspices of the Rochester Chamber of Commerce, Park Commissioners, and Rochester Railway Co.

PROGRAM

PART I.

AMERICA.

1. MARCH—The Iron King, - - L. J. St. Clare
2. OVERTURE—A Royal Message, W. H. Lee
3. SELECTION—The Little Duchess, - De Koven
4. { *a* SERENADE—La Bella Mexicana, Otto Langey
   { *b* PATROL—The American Guard, - Tobani
5. MEDLEY OVERTURE—Maiden with the Dreamy Eyes, - - - - Boettger
6. WALTZ—Dolly Varden, - Julian Edwards

Ten Minutes Intermission.

PART II.

7. MARCH—American Flag, - - L. F. Boos
8. OVERTURE—Fra Diavolo, - - Auber
9. EUPHONIUM SOLO, - - Selected
   Sig John Mellina
10. SELECTION—The Explorers, - W. H. Lewis
11. WALTZ—Rolling Waves, - - A. Herman
12. MEDLEY SELECTION—Cotton Blossoms, - - - - - Maurice Smith

STAR SPANGLED BANNER.

When you are through with this Program, do not throw it on the Park Grounds, but in the receptacle for waste.

(Please turn over.)

Amateur Races, Genesee Valley Park, Under Auspices Rochester Athletic Club, on Track and River on Labor Day, Sept. 1, beginning 2 p. m. Admission Free

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PUBLIC BAND CONCERT

BY

GARRAMONE'S BAND

ROCCO V. GARRAMONE, Director.

At SENECA PARK EAST,

Sunday Afternoon, August 31st, 1902.

From 3:00 to 6:00 o'clock.

Under the auspices of the Rochester Chamber of Commerce, Park Commissioners, and Rochester Railway Company.

PROGRAM

PART I.

1. MARCH—Return of the 47th Reg't., . . . *S. Bryant*
2. OVERTURE—Nabuchadnezzar, . . . *G. Verdi*
3. TUBA SOLO—The Mighty Deep, . . . *W. H. Jude*
4. SELECTION—The Maiden With the Dreamy Eyes, *Boettger*
5. HUMORESQUE, ... *Wheeler*
6. WALTZ Jolly Fellows, ... *R. Vollstedt*

TEN MINUTES INTERMISSION.

PART II.

7. MARCH Trombone Selection,. . . *P. W. Chambers*
8. OVERTURE—The Merry Minstrel, . . . *Geo. Voelker*
9. THE HOLY CITY—By Request, . . . *A. Adam*
10. *a.* The Sultan, ... *Wm. Loraine*
    b. Frog Puddles, ... *O'Hare*
11. DUTCH PATROL, ... *H. Restorff*
12. MEDLEY—Harry Von Tilzer's New Hits, . . *F. Smith*

Introducing Chocolate Drops—Mary Dear—Bamboo Queen—On a Sunday Afternoon—The Mansion of Aching Hearts—Loo Loo, Oh Loo Loo.

Amateur Races Genesee Valley Park Under Auspices Rochester Athletic Club on Track and River on Labor Day, September 1st, Beginning 2 P. M. Admission Free.

☞PLEASE TURN OVER.

PUBLIC BAND CONCERT

BY

54th REGIMENT BAND

F. A. ZEITLER, Director.

AT GENESEE VALLEY PARK,

SUNDAY AFTERNOON, AUG. 31, 1902

From 3 to 6 o'clock.

Under the Auspices of the Rochester Chamber of Commerce, Park Commissioners, and Rochester Railway Co.

PROGRAM

PART I.

AMERICA.

1. MARCH—Consolation, . . . Zatarelli
2. OVERTURE—Raymond, . . . A. Thomas
3. OPERATIC—Reminiscences, . . L. P. Laurendeau
4. SELECTION—The Ameer, . . . Victor Herbert
5. { *a* Serpentine Dance, . . . A. Herman
   { *b* The Birds and the Brook, . . . R. M. Stultz
6. MEDLEY OVERTURE—Merry Makers, L. O. DeWitt

Ten Minutes Intermission.

PART II.

7. MARCH—Onward Christian Soldier, Paris Chambers
   OVERTURE—Merry Wives of Windsor, Nicolai
   DESCRIPTIVE—A Hunting Scene (By request.) Bucalossi
   SECTION—Il Trovatore, . . Verdi
   LTZ—Blue Danube, . . Johan Strauss
   MELANGE—The Royal Circle, . Dalbey

STAR SPANGLED BANNER.

When you are through with this Program, do not throw it on the Park Grounds, but in the receptacle for waste.

(Please turn over.

Amateur Races, Genesee Valley Park, Under Auspices Rochester Athletic Club, on Track and River on Labor Day, Sept. 1, Beginning 2 p. m. Admission Free

UP THE VALLEY

REGARDING CONSTRUCTION OF STORAGE RESERVOIR.

SITE ALMOST IMMATERIAL

Protection From Floods the One Desire — Assessment Plan Suggested by Rochester Committee Apparently Received Favorably.

Resuming the recent trip of the State Flood Commission and members of the local flood committee to Mt. Morris, Portage and villages further up the valley, the Mt. Morris Enterprise announces that the problem of insuring against future destruction by floods would appear to be nearer solution than ever before. The paper also approves of the plan to assess the cost of a storage dam and reservoir on the state and corporations and individuals benefited jointly.

An interesting statement contained in the Enterprise is to the effect that the Portage site presumably has greater commercial advantages. As the editor, George M. Shull, vigorously opposed, both at home and before the Legislature several years ago, George W. Rafter's recommendation of the Portage site, this frank statement would indicate that all concerned are anxious to obtain protection by whatever means may be determined. The article published was as follows:

"That the citizens of Rochester are thoroughly in earnest in regard to the matter of water storage in the upper Genesee is evidenced by the great interest the prominent men of that city are taking in the project by way of preparing reports and statistics in regard to recent floods throughout the Genesee valley to be presented to the State Flood Commission.

"Last Friday the State Commission visited Rochester, and together with the local committee and representatives of the various Rochester newspapers made a trip over the Pennsylvania Railroad as far as Houghton, in Allegany county, several residents of this village accompanying the party.

All along the route there were evidences of the great flood of the early part of July. Many of the little hamlets for fifteen miles above Portage were nearly washed away, while the driftwood scattered over the farming land along the river gives it the appearance of a wild, swampy country. All of the fences and nearly every bridge are gone, and it would be difficult to find a more desolate looking country.

"On the up trip the first stop was made at Sonyea, where the party was met by Superintendent Spratling, of Craig Colony, and spent a few minutes in looking over that institution. The next stop was at the proposed site of the Portage dam. This is at a point a few hundred feet above the high bridge at a place where the river is quite narrow, and at a glance it would seem to be an ideal spot for the construction of such a dam as is proposed to hold back the waters of the Genesee river. Beyond this point is a natural basin that extends south about twenty miles and is from one to three miles wide.

"The Portage site is the one which Engineer Rafter holds to be the proper place for the construction of the dam; and while we would much prefer to see it built at the Mount Morris site, we are frank to admit that for commercial purposes the former has much the advantage. A short distance below, the river bed drops a couple of hundred feet, and in this drop lies one of the great advantages, for by it an enormous water power could be developed. The great objection to the Portage site is that it would wipe out for all time several villages and many thousand acres of quite valuable farming land. A dam at Portage would impound 150,000,000,000 cubic feet of water, which amount would be equal to seven floods such as that of last July, according to Engineer Rafter.

"After viewing the flooded district of Allegany county the party returned to Mount Morris and were driven to the high banks to take a view of the two proposed sites for the dam west of this village—the Whitmore and Hog Back sites. The visitors were impressed with the apparent natural advantages of these sites and the fact that in building the dam at either one, but very little valuable property would be destroyed. A dam at either of the two sites would impound about 8,000,000,000 cubic feet of water, a little over one-half as much as the Portage dam. One thing seems to be certain, with a dam at either Mount Morris or Portage, the floods in the Genesee valley would be a thing of the past.

"From the present outlook it seems that something towards water storage will be accomplished the coming winter. It is proposed by those having the matter in charge at Rochester to draft a bill which will embody the idea of taxing all those who will be directly benefited by a storage dam, such tax to be in accordance with, and in proportion to the benefits received. All that will be asked of the state is that it give its credit for a certain number of years and exercise its taxing power. By this method the dam would be built by the state, but ultimately the state would receive back, by this special tax, the entire cost of the construction of such dam.

"This seems to us to be the only just and equitable way to build the dam. It would certainly be wrong for the state to stand the entire cost, when, by its construction, certain properties on the river would increase vastly in value.

"When the city of Rochester, the corporations and the individual land owners on the river are made to pay their just proportion of the cost, then will the problem of water storage be solved."

FROM SYRACUSE TO ROCHESTER

PERMISSION GRANTED FOR ELECTRIC ROAD.

BY THE STATE COMMISSION

Rochester, Syracuse and Eastern Compang Successful—May Be in Operation in 1904—Rumor of Increased Capitalization.

A special dispatch from Syracuse, received last night, states that the State Railroad Commission has granted permission for the building of the much-talked of electric railway from Syracuse to Rochester, by the Rochester, Syracuse & Eastern Railway Company, and that the promoters will aim to have the road in operation by 1904. Also that the original capitalization of $2,500,000 is liable to be doubled.

The granting of a franchise by the State Commission was strongly opposed by the New York Central at the hearings held in Syracuse early in the summer. The Central was represented at the hearings by Albert H. Harris, of Harris & Harris, the company's attorneys in this city.

The scores of villages and hamlets, together with farming communities, sent large delegations to the hearings, and a large proportion of the residents who were examined as to the need of the electric road, testified that it would be a great convenience and was in fact a necessity for the more rapid shipment of products and improved facilities of transportation for the public. The building of the road will mean an expenditure of a large amount of money among the laboring classes. The dispatch follows:

Syracuse, N. Y., Sept. 1.—The Rochester, Syracuse & Eastern Railway Company has obtained permission from the State Board of Railroad Commissioners to construct an electric railway between this city and Rochester. The preliminary work will be begun at once and will be rushed through to the various stages of construction as rapidly as possible. The promoters hope to have the road in operation by 1904.

Goodelle, Nottingham Brothers & Andrews received a letter today from E. C. McIntee, secretary of the Railroad Commissioners, announcing that the board had decided favorably upon the petition of the railway company for permission to build the road. The decision of the commissioners is of great importance to every person in this part of the state. It means that a million of dollars will be expended within the next two years in the building of a first-class double-tracked electric railway through one of the most densely populated country districts of the Empire state; that twenty-one villages and twenty-five towns will be served with better transportation facilities than they have ever had; that another link will be built by men of means and standing to form a belt of the great electric railway across the state; that another assurance is given of an ultimate project which may have a greater effect upon the commercial world than did the Erie canal in the days of Dewitt Clinton.

"The decision is a great victory for the company," said W. P. Goodelle this morning. "The action of the commission was the vital question in the case. It is in keeping with the spirit of the age in permitting the construction of electric roads. The great objection has been that the road would parallel the New York Central and take away its business. The commissioners have shown that they do not believe that this is the case."

The work of grading will be the first real step in the work of construction. It is expected that the grading will be completed between Rochester and Syracuse before any of the tracks are laid. A prominent official of the company said today that the present capitalization of the company, which is $2,500,000, would be doubled if the desired permission should be obtained from the State Board of Railroad Commissioners. This, he said, would be for the purpose of providing funds for the double tracking of the road.

The line will be ninety-one miles long, about ten miles longer than the New York Central line between Syracuse and Rochester. It will run through Solvay, Belle Isle, Amboy, Warner, Memphis, Peru, Jordan, Weedsport, Port Byron, Savannah, Clyde, Lock Berlin, Lyons, Newark, Port Gibson, Palmyra, Macedon, Egypt, Fairport, Pendeld and Brighton. A speed of from forty to sixty miles an hour will be maintained, and it is stated the fare from Rochester to Syracuse will probably not exceed $1.

The road will enter Syracuse over the lines of the Rapid Transit Railway Company and enter Rochester over the lines of the Rochester Railway Company. The officers for the road are: President, Lyman C. Smith; vice-president, Frederick W. Roebling, of Trenton, N. J.; secretary, Charles A. Lux, of Clyde; treasurer, A. K. Hiscock, of Syracuse; general manager, Clifford D. Beebe, of Syracuse; chief engineer, Thomas H. Mather, of Syracuse; directors, Lyman C. Smith, A. K. Hiscock, Willis A. Hoiden, Hendrick B. Holden, William Nottingham, Albert E. Tattleton and Frank C. Soule, of Syracuse; Clarence W. Seamens, of New York, and Charles A. Lux, of Clyde.

The Park Band Concerts.

Secretary Ives, of the Chamber of Commerce, is the authority for the statement that there will be a park band concert Saturday and another Sunday. Whether there are any more after that is for the people themselves to say. Money for the Saturday and Sunday concerts is at hand, but it is sufficient for only one concert each day. Klinges's Band will give the Saturday concert and the Fifty-fourth Regiment Band the Sunday concert. There are many people who believe that the concerts should be continued several weeks longer. They might be given through September even longer, it is argued, because pleasant weather is looked for. Already about $2,500 have been expended on the concerts, Mr. Ives says. The bands are giving their services at as low a figure as the union scales will allow.

Want Manufacturing Building.

A reputable business concern in this city wants some one to erect a manufacturing block for its use. The structure to be 50x200 feet, three stories high, and of solid construction. It need not be near the center of the city and not adjacent to a railroad, but must be not far from a street car line, as quite a large number of hands are employed. Of such a building the company will take a lease for a number of years. Secretary Ives, of the Chamber of Commerce, will give additional information to persons looking favorably upon the scheme.

THE EVENING TIMES. SEPTEMBER 4, 1902.

WHY NOT COMBINE THE WATERS OF CANADICE AND HEMLOCK LAKES?

Commissioner McClintock's Proposal to Increase City's Water Supply Nearly Fifty Per Cent. at a Very Small Cost Investigated and Approved by the Mayor and Other Officials.

CONCLUSION REACHED AFTER TRIP TO HEMLOCK LAKE

The city officials and press representatives who went to Hemlock and Canadice Lakes Tuesday evening, returning last night, were impressed with the following points urged by Commissioner McClintock:

First—The immediate necessity of acquiring Canadice lake as a source of water supply, supplemental to Hemlock lake.

Second—The acquirement of the remaining lands about Hemlock lake, not now owned by the city.

Third—The need of devising some means of disposing of the sewage of the village of Springwater, situated on the stream that runs into Hemlock lake.

The foregoing were the main propositions, although Commissioner McClintock referred to other plans he has in view looking toward maintaining the high standard of Rochester's water supply.

OPINION OF MAYOR AND THE ALDERMEN

"Engineers have reported on the matter from time to time and in their opinion it is only a question of time when the city will need additional water supply. They also say that the most available source of this additional supply is Canadice Lake. The impression has been that when we built the first conduit we paid for the water rights. When the second conduit was constructed, we paid again. To obviate this sort of thing and to take advantage of the mistakes of the past, we have secured options around Canadice Lake, running for a year. That does not mean that the administration has decided to secure additional water supply. It means only that we have secured the rights, so that the city would not be prejudiced in a full and free discussion of the matter. Our trip will no doubt start that discussion."—Mayor Rodenbeck.

"It is necessary for the city to acquire additional water supply, and it ought to be done at once, when the property can be secured at a reasonable figure. To one who knows the situation there is no question of the necessity. Commissioner McClintock's plan has my indorsement."—City Engineer Fisher.

"The City of Rochester is growing rapidly, and the question of additional water supply is one that we must meet. When the first conduit was constructed it was said that the city would never have more than 65,000 inhabitants. See how it has grown! If the water storage proposition materializes the city will grow to 200,000 in a very short time. Those people will need water. The idea of getting additional water from Canadice Lake seems to me to be the correct one. If the plans are completed now it will be the most profitable thing for the city in the end. Of course we don't want to rush into any big additional expenses, and I am not in favor of running into it madly. It is a business proposition, and it should be looked upon from all sides."—Alderman Zellweger.

"The sooner we acquire Canadice Lake the better for the city. I believe Rochester is extremely fortunate in having this opportunity to increase its water supply, and in a manner comparatively cheap."—Alderman McParlin.

"Speaking of the general proposition of acquiring Canadice Lake I should say that I favor it. As to the details I cannot yet say anything, as I have not studied the plans carefully enough. The time is coming when the need of additional water will be imperative. Early action would, therefore, seem to me to be proper."—Alderman Plumb.

The party of city officials and newspaper men, which included the Mayor, the Commissioner of Public Works, the City Engineer, Superintendent of Waterworks George Hotchkim, Draughtsman Turpin, Aldermen Plumb, McParlin and Zellweger and representatives of the local newspapers left the city Tuesday evening, reaching Hemlock Lake at 7 o'clock. The party was divided for the night, a portion seeking the hospitality of Section Foreman Coyne at Livonia and the other party being royally housed and entertained at the city gate house on the shore of Hemlock Lake by Gatekeeper Westbury.

Early yesterday morning the party was united and after a brief inspection of the new gate house, erected to regulate the flow in the new conduit, the visitors boarded a city steamboat and were taken six miles up the lake to a spot near the main inlet. On the trip up the lake Commissioner McClintock and Engineer Fisher pointed out, as the accompanying map will show, the property owned by the city along the shores of the lake and the property still to be acquired. This is a comparatively small amount and will be secured, either by donation, purchase or condemnation as soon as the city has money at hand to pay for the land. When the perfect shore and beautifully clear water of the lake was observed one got a better conception of the magnitude and thoroughness of the work done for seven years by the Hemlock Lake Commission.

At the inlet the party took carriages for Springwater, where dinner was served. After dinner the inlets to Hemlock Lake, which pass through the village streets of Springwater, were inspected and the engineers of the party pointed out the necessity of some arrangement with the village for sewage. The various inlet streams which pass through Springwater on their courses to Hemlock Lake, THE BASIN OF ROCHESTER'S WATER SUPPLY, are the only drainage facilities of the village at present. It is not desirable that the sewage of Springwater or the refuse of the village brought down by the spring floods be dumped into Rochester's drinking water, hence the necessity of an arrangement to remedy the situation.

Leaving Springwater, the party drove up Bald Hill, the water-shed between Hemlock and Canadice Lakes (as shown in the map) in the west and north along the eastern shore of Canadice Lake to Canadice Lake outlet and thence to the Hemlock gate house, where supper was had and carriages taken for Livonia, the party returning to Rochester from Livonia by the Erie Railroad last night.

The trip was taken in order that city officials and newspaper men might intelligently appreciate the situation and needs of the city's water supply. As has already been pointed out, the time is not far distant when Hemlock Lake, according to available figures concerning its supply and the consumption of the city each year, when it will be inadequate. To remedy this situation Commissioner McClintock proposes the use of Canadice Lake, which is 265 feet higher than Hemlock Lake.

Hemlock Lake's area is 1,828 acres, with a drainage area of 43.05 square miles. The drainage area of Canadice Lake and outlet is 13.90 square miles and the area of the lake itself is 674 acres. The two lakes together can be depended upon to supply 28,000,000 gallons a day. The city consumes now about 13,000,000 gallons a day. In a short time the demand from the city will reach the full supply from Hemlock Lake, which is about 19,000,000 gallons.

There are many improvements about Hemlock Lake that the Commissioner seeks to have made, and which he thinks are necessary. At the foot of the lake, for instance, there is a swamp of about two acres. When the water is high it washes in and out of this swamp and does not have a purifying effect. The Commissioner says that this swamp could be filled in by taking dirt from near-by hills owned by the city and the cost would not exceed $4,000. In the opinion of the members of the party who inspected the swamp the money would be well spent. In the trip up the lake in the steamer, the Commissioner pointed out the lands on the shore not owned by the city. These include 14 parcels on which cottages still stand. At least four of these are now occupied. To insure absolute purity of the water, the Commissioner urges that the city close up options on all this shore property and buy the land outright.

The hills on the side of the lake are mostly wooded, on the west side densely so. Mr. McClintock's plan is to make the entire shore slopes dense with trees. The more of a wilderness the drainage area of the lake can be made, he holds, the purer the water. The shore line has been quite thoroughly cleaned through the efforts of Mr. McClintock, Mr. Westbury and his helpers so that no refuse of any kind was seen and no foreign matter whatever on the lake surface.

Mr. McClintock mentioned also the plan to stock the lake with fish and to protect it from poachers. The fish, he says, will keep the water pure.

The combining of the waters of Hemlock and Canadice Lakes will be a simple and inexpensive engineering feat. The water of Canadice Lake is chemically even purer than that of Hemlock. The heighth of Canadice above Hemlock, over 200 feet, gives the water in its outlet, which now enters the Hemlock outlet below the Hemlock gate house, an ample fall. Mr. McClintock's plan is to divert the Canadice Lake outlet into Hemlock Lake at a point near the intake of the new conduit, so that the entire drainage of both lakes is available for the conduit intakes. The actual work of diverting Canadice Lake outlet into Hemlock Lake will cost an inconsiderable sum, probably not more than $10,000 or $15,000.

It is desirable, however, that Canadice Lake water be kept as pure as Hemlock Lake water. With this in view

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

...lake and outlet shore, as in the case of Hemlock Lake, and he has already secured options on this property as indicated in the map. The options continue for one year from date and it is the idea of the Commissioner that Rochester will act and act safely and sensibly on this proposition within that time.

In conclusion, it may be said that it is regrettable that every taxpayer and citizen could not make the same trip, make the same inspection and gain the same information as secured by the party yesterday. Such a course would absolutely insure the unanimous approval of the Commissioner's plan by all Rochester. It would prove to every taxpayer that the money expended by the Hemlock Lake Commission has been well expended, that the improvements proposed by the Commissioner looking to the better sanitation of the waters of the lake are wise and necessary, that the combination of the waters of Canadice and Hemlock Lakes at the small total expense of $150,000 would increase the city's present supply by nearly 50 per cent. and would forever, in all probability, remove the possibility of the city's water supply giving out.

Democrat & Chronicle
FRIDAY, SEPTEMBER 5, 1902.

FOR PROTECTION AGAINST FLOOD

ERIE RAILWAY AND CITY OFFICIALS CONFER.

ADVOCATE RETAINING WALL

Much Discussed Plan Will Soon Materialize it is Believed—Question of City's Contribution Referred to Corporation Counsel.

A long step forward towards the prevention of floods in the center of the city is believed by the thirteen gentlemen who sat about a table at luncheon at the Genesee Valley Club, to have been taken yesterday. It was a conference between a delegation representing the Erie Railway Company and the local Flood Committee, and enough was accomplished to fill all with hope and encouragement. In view of the question under consideration, no thought was given to the matter that there was just thirteen at the table; a number, believed by superstitious people to carry with it omens of ill luck. But the thirteen laughed when their attention was called to it, and vouchsafed the assurance that the incident would not cause a failure of the purpose for which they had been called together; the prevention of future overflows in the streets of the center of the city when the water is high in the Genesee.

On invitation of President Henry C. Brewster of the Chamber of Commerce, C. W. Bucholtz, chief engineer of the Erie railroad, accompanied by C. H. Moore, first assistant chief engineer, and M. R. Strong, bridge engineer of the Erie, came to Rochester yesterday. The party arrived in the morning on the chief engineer's private car.

The visitors were met at the Erie railroad station by these members of the local Flood Committee: W. C. Barry, chairman; Corporation Counsel Sutherland, Commissioner of Public Works McClintock, City Engineer Fisher, Henry B. Hathaway, Duane Armstrong and W. S. Mandeville, representing the committee, and President Brewster and Secretary John M. Ives, representing the Chamber of Commerce. The party was later joined by Mayor Rodenbeck.

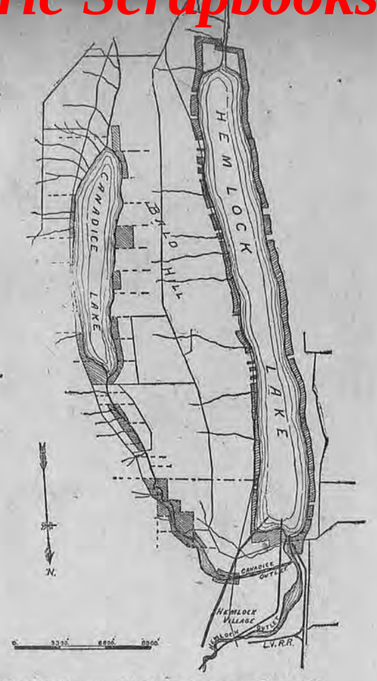
The gentlemen walked along the Erie track from the railroad station to Clarissa street bridge, inspecting the river bank and the track on the way. They saw the conditions during low water and studied the possibilities. At Clarissa street bridge the party took carriages and rode to Highland park and then to the Genesee Valley Club where luncheon was served. In this as in the other pleasures of the day, the gentlemen were the guests of President Brewster.

While the cigars were being enjoyed, the real business of the day was transacted. The discussion on what should be done was rather a lengthy one, interesting, and by no means devoid of result, for while no authority is given any of the committee to go ahead, they and the chief engineer of the Erie and the representatives of the Chamber of Commerce formulated plans which they believe the Common Council, the Erie and the people will be in favor of.

Two suggestions were made as a means of controlling the high water of the river. The first was that a retaining wall be built practically the entire length of the tracks from Clarissa street down to a point not much above the station on Court street. An estimate of the approximate cost was $50,000.

The second plan, believed to be the most feasible and not before suggested publicly, was that the Erie elevate its tracks to a height sufficient to prevent the water overflowing them, from the bridge down to near the dam at Court street. The one objection to this is that on account of the height of Clarissa street bridge the tracks cannot be raised very much and permit the passage of locomotives under the bridge. To get about this it is suggested that a retining wall be built under the bridge to protect that part of the tracks not elevated. This scheme is believed to be feasible and met with favor from all talked with after the conference.

Engineer Bucholtz expressed unqualified approval of the plan and believes that the railroad will stand its share of the expense. What is asked of the Erie is that it elevate its tracks. As to the construction of the retaining wall, part of the expense of this would be borne by the city. The members of the flood committee were pleased with the spirit of cooperation dis-



Shaded Portions around Hemlock Lake now owned by the City.

Do Portions Shaded around Canadice Lake and Outlet, options have been obtained.

played by the railroad officials and say that it bespeaks success for the culmination of the scheme advanced yesterday.

The matter rests here for the time being, but is not going to be allowed to do so for long. One matter yet to be decided is the legal question of what can the city do toward expending money for the wall. This matter will be left to the Corporation Counsel for his opinion. He was asked as much yesterday but did not want to make an offhand statement.

Chief Engineer Bucholtz will report to the Erie officials and it is understood will suggest the raising of the tracks as suggested yesterday. It is likely that the Common Council will be asked to pass on the matter, after a decision has been given by the Corporation Counsel, and President Brewster will no doubt report favorably on the plan to the Chamber of Commerce, which represents the people in the matter, as does the Common Council, also, and ask the co-operation of the members.

Thus the flood committeemen believe that they have accomplished much. Those who were interviewed yesterday expressed themselves as feeling that decided progress had been made. While no estimate of the cost of the short retaining wall has been made, it will not be heavy, it is said.

The Erie has been ballasting and raising its tracks by the river bank for several weeks past, but it is understood that the work was not of such nature as the flood committee desired. The elevation was not sufficient nor carried on in a way to make the work permanent.

"We have three different propositions here in Rochester with the river," said Mr. Brewster, after the conference had adjourned, "each standing on its merit. The water storage, the Front street walls and the wall on the west bank of the river above Court street."

The Genesee river has had so many freshets of late that all recognize the need of some means of preventing the water flowing through the streets into the sewers and backing up in the cellars. During the high water freshet of last spring considerable damage was done in the basements of business blocks at the Four Corners, to say nothing of the loss to owners and tenants of blocks nearer the river. Again, during the June freshet there was water in the cellars of the mills and other buildings on either side of the river.

Rochester, N.Y. Sept 2, 1902

PUBLIC BAND CONCERT.

Minges' Band Will Be Heard at Seneca Park West To-morrow.

Following is the programme for the public band concert to be given to-morrow afternoon, 3 to 6 o'clock at Seneca Park West by Minges' Military Band, under the auspices of the Rochester Chamber of Commerce, Park Commission and Rochester Railway Company:

PART I.

March—Commonwealth ..... R. B. Hall
Overture—Rival ..... Pettee
Intermezzo—Cupid's Garden..Max C. Eugene
Selection—Florodora ..... Leslie Stuart
Piccolo solo—The Wren ..... E. Demone
Nichloes Valerio.
Fan Tan Chinese March—Characteristique ..... Bert R. Anthony

PART II.

March—Blaze Away ..... Abe Holzman
Grand Fantasia—Field of the Cloth of Gold ..... Victor Bout
Medley Overture—Merry Melodies.....Mills
Waltz—Georgie ..... Pettee
The Stampede—A Descriptive Scene...
..... W. E. M. Pettie
STAR SPANGLED BANNER.

This will be the first concert given this year in Seneca Park West.

PARK BAND CONCERTS.

D&C 9/6/02

Programmes for To-Day and To-morrow at Seneca Park.

The park band concert this afternoon will be given at Seneca Park west by Minges's Military Band, from 3 until 6 o'clock. The programme follows:

PART I.

March—"Commonwealth".....R. B. Hall
Overture—"Rival".....Pettee
Intermezzo—"Cupid's Garden".....
.....Max C. Eugene
Selection—"Florodora".....Leslie Stuart
Piccolo solo—"The Wren".....E. Demone
Nichloes Valerio.
Fan Tan Chinese March—Characteristique.....Bert R. Anthony

PART II.

March—"Blaze Away".....Abe Holzman
Grand Fantasia—"Field of the Cloth of Gold".....Victor Bout
Medley overture—"Merry Melodies"....Mills
Waltz—"Georgia".....Pettee
"The Stampede," a descriptive scene.
.....W. E. M. Pettee
"Star Spangled Banner".....

At Seneca Park east, from 3 until 6 o'clock to-morrow afternoon, the following programme will be given by the Fifty-fourth Regiment Band:

PART I.

"America."
March—"The Invincible Eagle".....Sousa
Overture—"Orpheus in die Unterwelt".....Offenbach
Selection—"The Little Duchess"...De Koven
Song—"Gruesse an die Heimath."
Beethoven Singing Society, Mr. F. C. Pohl, Director.
Waltz—"Symphia".....Abe Holzman
Medley—Von Tilzer's New Hits.....Maurice Smith

PART II.

March—"Monroe Commandery".....W. Parish Chambers
Overture—"Queen of Autumn"...Carl Bigge
Song—"Mein Schifflein"
Beethoven Singing Society.
Selection—"Maid Marian"...De Koven
Serenade—"Love in Idleness"..Allan Macbeth
Song—"Unter dem Doppel Adler"
Beethoven Singing Society.
Selection—"Dolly Varden"...Julian Edwards
Medley—"Blaze Away".....Abe Holzman
"Star Spangled Banner."

PUBLIC BAND CONCERT

BY

MINGES' MILITARY BAND

J. FRED MINGES, Director.

At ~~GENESEE VALLEY PARK~~ Seneca Park west

SATURDAY AFTERNOON, ~~JUNE 21~~, '02 Sept 6

From 3:00 to 6:00 o'clock

UNDER THE AUSPICES OF THE ROCHESTER CHAMBER OF COMMERCE, PARK COMMISSIONERS, AND ROCHESTER RAILWAY COMPANY

PROGRAM

PART I.

1. MARCH—Commonwealth, - - - - - *R. B. Hall*
2. OVERTURE—Rival, - - - - - - *Pettee*
3. INTERMEZZO—Cupid's Garden, - - *Max C. Eugene*
4. SELECTION—Florodora, - - - - - *Leslie Stuart*
5. PICCOLO SOLO—The Wren, - - - *E. Demone*
   MR. NICHLOES VALERIO.
6. FAN TAN CHINESE MARCH—Characteristique, *Bert R. Anthony*

PART II.

7. MARCH—Blaze Away, - - - - - *Abe Holzman*
8. GRAND FANTASIA—Field of the Cloth of Gold, *Victor Bout*
9. MEDLEY OVERTURE—Merry Melodies, - - *Mills*
10. WALTZ—Georgie, - - - - - - *Pettee*
11. THE STAMPEDE—A Descriptive Hunting Scene, *W. E. M. Pettie*
12. STAR SPANGLED BANNER.

When you are through with this Program do not throw it on the Park Grounds, but in the Receptacle for Waste.

PUBLIC BAND CONCERT

— BY —

54th REGIMENT BAND

F. A. ZEITLER, Director.

SENECA PARK EAST

SUNDAY AFTERNOON, SEPT. 7, 1902

From 3:00 to 6:00 o'clock.

Under the Auspices of the Rochester Chamber of Commerce, Park Commissioners, and Rochester Railway Co.

54th Regiment Band, F. A. ZEITLER, Director. — Beethoven Singing Society, MR. F. C. POHL, Director.

PROGRAM

PART I.

AMERICA.

1 MARCH—The Invincible Eagle, - Sousa
2 OVERTURE—Orpheus in die Unterwelt, Offenbach
3 SELECTION—The Little Duchess, - DeKoven
4 SONG—Gruesse an die Heimath,
Beethoven Singing Society, Mr. F. C. Pohl, Director
5 WALTZ—Symphia, - - - Abe Holzman
6 MEDLEY—Von Tilzer's New Hits, Maurice Smith

Ten Minutes Intermission.

PART II.

7 MARCH—Monroe Commandery, W. Parish Chambers
8 OVERTURE—Queen of Autumn, - Carl Bigge
9 SONG—Mein Schifflein - -
Beethoven Singing Society
10 SELECTION—Maid Marian, - DeKoven
11 SERENADE—Love in Idleness, - Allan Macbeth
12 SONG—Unter dem Doppel Adler, -
Beethoven Singing Society
13 SELECTION—Dolly Varden, - Julian Edwards
14 MEDLEY—Blaze Away, - - Abe Holzman

STAR SPANGLED BANNER.

When you are through with this Program, do not throw it on the Park Grounds, but in the receptacle for waste.

(Please turn over.)

ENGINEERS HERE

Herald Sept 6, '02

Society of Municipal Improvement Convenes Soon.

CITY ENGINEER IS PRESIDENT

E. A. Fisher Announced Yesterday the Programme of the Coming Convention as It Related to Street Paving —Convention Will Be of Much Importance—Opens October 7.

The annual convention of the American Society of Municipal Improvement will be held in this city for three days, beginning October 7. City Engineer Fisher is president of the society and is busily engaged in arranging the programme. The deliberations of the society are very valuable, although the attendance is not large; probably 150 to 200 delegates will be in Rochester from all parts of the United States and Canada. The official proceedings of the convention, consisting of papers read by the members often bring in sufficient income, when printed, to defray most of the expenses of the convention.

The officers of the society are as follows: President, Edwin A. Fisher, Rochester; first vice president, Charles H. Rust, Toronto; second vice president, G. M. Ballard, Newark, N. J.; third vice president, Charles C. Brown, Indianapolis; secretary, George W. Tillson, Brooklyn; treasurer, P. J. O'Brien.

There is a rival association, composed of Mayors and members of Common Councils, that is making it difficult for the municipal engineers to get away to attend this convention. The city officials in the rival association are more willing to go themselves and vote funds for their own expenses than to let the members of the engineering branch of a municipality attend a convention.

The association has standing committees on street paving, electric street lighting, sewage and sanitation, water works and water supply, taxation and assessment, city government and legislation, disposal of garbage and city cleaning, municipal franchises and review. George Hotchkin, superintendent of water works, is a member of the committee on water works and water supply. Ex-Commissioner J. Herbert Grant is a member of the committee on garbage and cleaning. Superintendent C. C. Laney is a member of the special committee on park development.

The complete programme has not been arranged, but City Engineer Fisher gave out for publication yesterday, the topics on which papers will be read on the branch of street paving. These will be the papers:

Nelson P. Lewis, New York, chief engineer of the Board of Estimate and Apportionment, "Street Paving"; State Engineer and Surveyor, E. A. Bond, Watertown, "Work of the New Highway Commission"; Hon. W. C. McClintock, Boston, "Work of the Massachusetts Highway Commission"; Senator Earl, "Good Roads Movement in Michigan"; Emmet Steece, City Engineer of Burlington, Iowa, "Cost of Pavements and Roads in Small Towns"; Fred J. Warren, New York, "A Year's Experience in Laying Bituminous Macadam"; F. A. Kummer, New York, "Some Additional Facts Concerning Wooden Block Pavement."

FAREWELL BAND CONCERT.

D&C 9/8/02

Fifty-Fourth Regiment Band Heard for Last Time at Park.

The farewell band concert of the present season was given by the Fifty-fourth Regiment Band at Seneca Park east yesterday afternoon, and was listened to by a large and appreciative audience. Fully 10,000 people were in the park, and nearly half that number spent the afternoon listening to the offerings of the band, all of which were enthusiastically encored. The band was at its best, and well merited the plaudits of the crowd. It being the last concert of the season two extra numbers were given, which consisted of songs by the Beethoven Singing Society, which also received well deserved applause.

Never in the history of the parks have the band concerts proved as popular, or have been listened to by so many people, as the present season. The crowds that have attended some of the Sunday concerts at Seneca Park are almost unprecedented. While the crowds that have been present at Genesee Valley Park on the whole have not been as large as those at Seneca Park, the probable reason is found in the fact that at present the former park is not as accessible as the latter, and, with the proposed improvement in the trolley service for next season, the difference in all probability will not be as great.

Not the least pleasing concerts of the season were the two evening band concerts at Highland Park, both of which were largely attended. It is to be hoped that a greater proportion of the concerts will be given at that park during the next season.

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PUBLIC BAND CONCERT.
Sept 15 1902
Garramone's Band at Genesee Valley Park To-Morrow.

The public band concert at Genesee Valley Park to-morrow afternoon will be given by Garramone's Band, from 3 to 6 o'clock. The programme follows:

PART I.

"American Hymn."
March—"Imperial Edward".....Sousa
Overture—"Lustspiel".....Kellar-Bella
Mazurka de Concert—"La Carina"....Young
Tenor solo—"In the Valley of Kentucky".....T. Sanford
C. J. Campbell.
Selection—"Musical Jokes".....Hamm
"Sweet Old Songs".....Dalbey

PART II.

"Chamber of Commerce March".....
.....R. V. Garramone
(Dedicated to the Rochester Chamber of Commerce.)
Overture—"Cotton Blossoms".....Smith
Tenor solo—"Love's Dream".....
.....Charles E. Benham
C. J. Campbell.
Selection—"The Prince of Pilsen"....Luders
Serenade—"Love in Idleness".....Macbeth
Medley—"The World Beater".....O'Hara
"Star Spangled Banner."

PROPOSED BILL FOR STORAGE DAM

DRAFT COMPLETED BY THE MAYOR.

COMMISSION PROVIDED FOR

1896. Sept 1902.

To be Appointed by Appellate Division After Necessity for Dam is Proven—Method of Raising the Funds—Subject to Change.

Mayor Rodenbeck yesterday completed the draft of a bill for the construction and maintenance of storage dams on the Genesee river. It is a comprehensive bill though the Mayor admits that it does not cover all the points that suggest themselves with reference to the proposed scheme. Several of its provisions, too, are subject to change, and the Mayor gives it out for publication merely as the first draft for the purpose of eliciting criticisms and suggestions from every one who is interested.

The bill provides for the appointment of five commissioners by the Apellate Division of the Supreme Court, after the necessity for the reservoirs has been proven to that court. In its present form the bill does not provide for any compensation for the commission. The commission is to have surveys made and plans and specifications for the proposed reservoirs drawn up and it is to determine the area to be benefited. The estimated cost is placed at not exceeding $2,000,000, but the will probably be changed to a larger amount.

After this work has been done the commission is to report back to the Court and it will then be empowered to issue bonds, the proceeds to be used for the construction and maintenance of the reservoirs. The amounts payable by the state, county, city, villages and so on in the assessable area, are to be determined by the commission. Every person or corporation liable to be assessed will be given an opportunity to be heard.

The bill provides for an appropriation of $25,000 for the purposes of the act. This sum is to be assessed on the property benefited and turned back to the State Treasurer.

This proposed bill is to be submitted to the committees of the several counties interested and probably will be changed in many particulars before it is finally submitted to the State Water Storage Commission. The bill follow:

AN ACT for the construction and maintenance of regulating reservoirs on the Genesee river and its tributaries, and to pay the cost and expenses thereof by assessment and making an appropriation therefor.

The people of the state of New York, represented in Senate and Assembly, do enact as follows:

Section 1. The commission heretofore appointed, known as the Water Storage Commission, to investigate the causes of floods and overflows of rivers and water-courses, is hereby continued, and said commission shall report within sixty days from the passage of this act to the Appellate Division of the Fourth Department, as to the necessity for the construction of regulating reservoirs on the Genesee river and its tributaries, for the purpose of protecting life and property and preserving the public health.

Sec. 2. When the report of said commission shall have been confirmed by said Court, there shall be no appeal therefrom, and thereupon said Court shall appoint five commissioners to be known as the Genesee River Commission, at least one of whom shall be a citizen of Monroe county, one of Livingston county, and one of Wyoming county, and said Court may fill any vacancies in said commission from time to time.

Sec. 3. Before entering upon the discharge of their duties, each member of said commission shall take the constitutional oath of office and file the same with the Clerk of Monroe county, and said commission shall make rules to be approved by a justice of the said Appellate Division, for the orderly conduct of its duties under this act. It shall choose one of its number to be its treasurer, who shall give and file in said clerk's office a bond in such amount and terms as shall be approved by a justice of said Appellate Division.

Sec. 4. Said commission shall cause to be made surveys, maps, plans and specifications of the proposed reservoirs, the location of the same, the estimated cost and expense thereof, not exceeding two million dollars, the area to be benefited thereby, and the respective benefits received by the state and each county, city, town or village, lands, rights and interests benefited, and shall make a report thereof within one year from their appointment to said Appellate Division.

Sec. 5. The Appellate Division may confirm said report as presented, or it may modify or alter it, as it may deem necessary to promote the interests of justice and confirm it as so modified or altered, and from its order confirming said report there shall be no appeal.

Sec. 6. When said report shall have been confirmed, said commissioners shall be empowered to issue bonds or certificates of indebtedness, as such commissioners, running for a period not exceeding fifty years, at a rate of interest not exceeding a per cent. per annum, the proceeds of which shall be used for the construction and maintenance of any regulating reservoirs constructed under this act, and for the payment of any interest or other expenses connected therewith. Said bonds shall be sold to the highest bidder after due notice to be published for ten days in such newspapers as said commissioners may select upon actual proposals and not

PUBLIC BAND CONCERT
—BY—
GARRAMONE'S BAND
ROCCO V. GARRAMONE, Director.

GENESEE VALLEY PARK,

SUNDAY AFTERNOON, SEPT. 14, 1902

From 3:00 to 6:00 o'clock.

Under the Auspices of the Rochester Chamber of Commerce, Park Commissioners, and Rochester Railway Co.

PROGRAM

PART I.

AMERICAN HYMN.

1 MARCH—Imperial Edward, - - Sousa
2 OVERTURE—Lustspiel, - - Kellar-Bella
3 MAZURKA DE CONCERT—La Carina, Young
4 TENOR SOLO—In the Valley of Kentucky, T. Sanford
Mr. C. J. Campbell
5 SELECTION—Musical Jokes, - - Hamm
6 Sweet Old Songs, - - - Dalbey

Ten Minutes Intermission.

PART II.

7 Chamber of Commerce March, - R. V. Garramone
Dedicated to the Rochester Chamber of Commerce
(For piano solo. For sale by Gibbons & Stone, Main street, E.)
8 OVERTURE—Cotton Blossoms, - - Smith
9 TENOR SOLO—Love's Dream, Chas. E. Benham
Mr. C. J. Campbell
10 SELECTION—The Prince of Pilsen, - Luders
11 SERENADE—Love in Idleness, - Macbeth
12 MEDLEY—The World Beater, - - O'Hara

STAR SPANGLED BANNER.

When you are through with this Program, do not throw it on the Park Grounds, but in the receptacle for waste.

(Please turn over.)

Sec. 7. Said commission shall have power to construct said reservoirs and appurtenances according to the surveys, maps, plans and specifications so approved. Bids for the construction of the same shall be advertised for one week in a newspaper published at the county seat of each county in which any lands are to be assessed, and the award of any such contract shall be made to the lowest responsible bidder at a price not exceeding the estimate therefor, which estimate may be amended, and any and all bids may be rejected. Each bid shall be accompanied by a bond conditioned for the faithful performance of the contract, and with such other terms as said commission may determine.

Sec. 8. Said commission shall determine the amount to be paid by the state, and by any county, city, town or village in the assessable area, and such amounts shall be a charge respectively upon the state, and any such county, city, town and village enforceable by said commission as now provided by law for other charges. Said commission shall annually certify to the city, town and village assessors the amount to be spread upon any lands, rights or interests benefited within their jurisdiction, and said assessors shall have power, and it shall be their duty upon receiving notice of such amounts to be assessed, to spread and assess the same upon the lands, rights and interests according to the benefits accruing, and the assessments when duly attested by the oath of the assessors shall be a lien to the same extent, and shall be collected and enforced in the same manner as the general taxes of such city, town or village, and when collected shall be turned over to said commission.

Sec. 9. Said commission shall pay the interest on any bonds, or certificates of indebtedness, issued by it and shall provide for the payment of such bonds, or certificates of indebtedness, so that the principal of fifty dollars shall be payable ten years after the date of issue and an equal amount shall be retired each succeeding year.

Sec. 10. Any political division or person who may be assessed, or liable to be assessed, under the provisions of this act, may be heard before said Appellate Division on the confirmation of any report made pursuant to this act, and said Appellate Division may confirm any report in whole or in part, send it back for correction or refer any question connected therewith. Said Appellate Division or a justice thereof may extend the time for making the report of said commission.

Sec. 11. The sum of twenty-five thousand dollars, or so much thereof as may be necessary, is hereby appropriated out of any moneys in the treasury not otherwise appropriated, for the purposes of this act, which sum, or so much thereof as shall have been expended, shall be assessed as herein above provided upon the political divisions, lands, rights and interests benefited, according to benefits received, and when collected shall be turned over to the State Treasurer.

Sec. 12. This act shall take effect immediately.

Oct 6.
Sept. 15. 1902.

PLAN TO OPEN UP IRONDEQUOIT BAY

HARBOR AND BARGE CANAL FROM GREAT LAKES.

SUGGESTED BY THE MAYOR

Communication to the Common Council Regarding Great Project for Unbuilding the City—McClintock's Indorsement.

Mayor Rodenbeck has prepared a communication to the Common Council in which he urges consideration of a project for the construction of a deep waterway and the opening of Irondequoit bay as a harbor for lake traffic. He believes the plan equal in importance if not in magnitude to the water storage project, and makes the statement that it involves no expenditure whatever on the part of the city.

The Mayor does not discuss the project at length, but suggests it as a plan worthy of consideration, and one which should be kept before the minds of the people. He quotes engineering experts on the feasibility of the plan and asks the Common Council to appoint a committee to co-operate with the heads of the city departments and with a committee of the Chamber of Commerce to consider the subject.

The Mayor's communication follows:

To the Honorable the Common Council:

Gentlemen: I am impressed with the necessity for a progressive policy in the administration of the affairs of the city which will develop its business, enhance the prosperity of its people, attract new enterprises and increase its population. The study of the water storage problem has led me to the conclusion that its consummation will be one of the great factors toward this end, but there are other projects which have been under discussion which I believe to be of equal importance with that of water storage.

I have in mind the plans for the construction of deep waterways and the project for the opening of Irondequoit bay as a harbor for lake traffic, neither of which will involve the expenditure of a single penny by the city.

It is not my purpose to discuss these projects at this time, but merely to suggest that a due consideration of the interests of the city seems to me to require that they should be kept before the minds of the people, and a direction given them which will be for the best interests of the city.

For many years the construction of deep waterways has been the subject of investigation by the state and national governments. For nearly a century the citizens of New York have maintained that any waterways from the lakes to the Atlantic should be built directly across the state, while the people further west have insisted that the canal should be constructed on the route best adapted for the purpose. In 1895 a commission was appointed by the President of the United States, which acted in conjunction with a similar commission from Canada, to report whether it was feasible to build canals which would enable vessels to pass to and from the Great Lakes to the Atlantic ocean, and this joint committee reported: "That it is entirely feasible to construct such canals and develop such channels as will be adequate to any scale of navigation as may be desired between the Great Lakes and the seaboard."

In 1896 an estimate was prepared for the cost of constructing a ship canal wholly within the United States from the Great Lakes to the Hudson river of sufficient capacity to transport the tonnage of the lakes to the sea. In 1897 a Board of Engineers was designated and appointed to make surveys and examinations of deep waterways and the routes thereof between the Great Lakes and the Atlantic tide waters. This board reported two routes, one extending from Buffalo to the Hudson river by way of Lake Ontario, the St. Lawrence river and Lake Champlain, and the other by way of Oswego, Oneida lake and the Mohawk river.

But while these investigations have been going on south of the Great Lakes, the Canadian government has not been idle, and every step taken by the Americans has been preceded or followed by similar progress in the same matter north of the Great Lakes. Even now ship canals are under discussion by the Canadian government, which, if built, would be a decided advantage to Rochester, for they would bring this city nearer to the great producing centers of the West than is Buffalo or Cleveland to-day.

The project for the opening of Irondequoit bay as a harbor is not a new one. That it is feasible is shown by the reports of engineering experts. The report of United States Engineer Kingman presented to the House of Representatives February 4, 1885, says: "There is no question of the possibility of constructing a safe, commodious and useful harbor at this place. * * * I think that a harbor at Irondequoit bay might perhaps be a better and safer one than that at Charlotte. I think its cost of maintenance would be the same."

The average cost of maintaining Charlotte harbor from 1828 to 1885 has been about $10,000 and the cost of maintaining Irondequoit harbor would be no greater, while there would be afforded a good harbor over a mile wide in its widest part, four miles long and ranging as deep as ninety feet. The unfavorable results of former efforts to secure governmental aid for a harbor at Irondequoit bay should not be allowed to interfere with our determination to secure for the city at the hands of the national government the advantages which the importance of the city demands.

In 1881 there were 652 arrivals and 646 departures of vessels at Charlotte harbor, while for the year ending June 30, 1902, the number was nearly double or 1,278 arrivals and the same number of departures. Should Irondequoit bay be opened up as a harbor, it would not impair the natural growth of clearances at the harbor of Charlotte, but would undoubtedly develop a lake trade with this section, which would increase the number of arrivals and departures at that point.

The plans for increasing the harbor facilities of the city must not be measured by the present lake trade. With the present facilities we can hardly expect any greater traffic. It is only as these facilities are improved that the traffic will increase. Whether the projected Canadian canal be built or the American ship canal through Lake Ontario, increased facilities over those afforded by Charlotte harbor ought to be provided, and none better could be secured than those which nature has furnished at Irondequoit bay.

Irondequoit bay is government water and the expense of constructing a harbor there would be borne by the national government, and it would also bear the expense of constructing the American ship canals referred to, unless the state should see fit to bear a portion of the expense, as a result of increased water power that might be secured.

In view of these considerations, it seems to me it would be the duty of the Common Council that, on condition of some body be assuming no

[illegible] with the heads of the departments of the city government, in conducting with a committee named by the Chamber of Commerce, to keep in mind the subjects which have been suggested and determine what course is advisable to advance the interests of Rochester.

Respectfully submitted,

A. J. RODENBECK, Mayor.

Commissioner of Public Works McClintock has been interested in the canal project and in the opening up of Irondequoit bay for years. He took part in the first surveys that were made with these ends in view. He indorses the Mayor's suggestions in full. In a comprehensive interview Commissioner McClintock discusses all the canal projects, with particular reference to the one suggested by the Mayor. The Commissioner says:

"The canal question is of great interest to us in whatever way it may be settled. At this time there are several different plans, any one of which, if carried out, would affect this city; and it is wastly of the most serious study by our citizens as to which of these plans would be of the most benefit to us, and which it would be advisable for this community to exert its influence in favor of. Unless the subject is given attention we are apt to lose a great opportunity.

"The plan for abandoning the canal should be energetically opposed, because even without enlargement it will be a factor of growing importance in the growth of this city. It is now in its worst condition, because on account of the unsettled policy of the state nobody dares to invest money in new boats, and because of the lately existing limitation to the amount of capital that may be employed in the corporation doing business on the canal. If it was settled that the canal was to be maintained in good shape there certainly would be a large increase in its business. It seems certain that with the great increase in the movement of heavy materials, the grain business will become less and less the controlling business of the canal.

"The movement of such material as trap rock, the best material for macadam roads, from the Palisades of the Hudson where is situated the only deposit in the state; Medina sandstone, the finest material in the world for pavements under heavy traffic, the only available quarries of which are in Genesee county; paving and building brick, which will be used in increasing quantities; Portland cement, which is becoming of increasing importance in all constructive operations, the manufacture of which was only begun within a few years in the Genesee valley and is now made by three large concerns, will in the future need a hundred manufactories; rock salt, which lies in the valley in solid masses sometimes eighty feet thick, and which becomes more and more necessary with the tendency of industrial development, not only in its native state, but in the manufacture of heavy chemicals and other products, the quantities of which to be used in the future promise to be almost unlimited; the iron ores of Wayne county; the endless deposits of shales which will be considered in the future as aluminum ores, and as the agricultural interests are going to be of increasing value, the movement of vast quantities of the waste products from the cities to be used in enriching the land.

"Under this head there is another important consideration. If the canal should be abandoned for navigation it may be that it would be well worth maintaining the section from Tonawanda to the Genesee river for water power purposes only. The prosperous city of Lockport, with a population of nearly 20,000, is entirely dependent upon the water power derived from the canal, and after supplying them it would bring to Rochester about 350 cubic feet of water per second, which would develop there about 10,000 horse power. It may be said that the maintaining of that portion of the canal for power purposes would be very much simpler and less expensive than if it is for canal purposes. It is also possible that this section of the canal could be enlarged so as to bring a still larger volume of water, at a cost that would make it advantageous. It may be that with some modifications in the location of this portion of the canal, changing somewhat its location and enlarging its cross-section, provided it was not kept open for navigation, even a 100,000 horse power of water might be brought to Rochester.

"In view of the irrigation and water power projects that are being carried out in the West, both by individuals and by the general government, the building of a great big power canal for the sixty odd miles from Lake Erie to the Genesee river might not seem absurd, especially when it is remembered that tall rates could be taken out of this canal at many points and have a fall of over 250 feet. Such a canal might be worth even in this climate all that it cost in affording means of irrigation to the beautiful agricultural district lying below it and between it and Lake Ontario.

"In this connection it is interesting to note that one of the largest nursery concerns in this neighborhood is planning to introduce an irrigation system on its estate. The city of Chicago takes out of Lake Michigan a great river of water simply for the disposal of its sewage, and it would not be any more objectionable or unreasonable for this state to take out a smaller volume, especially when its final discharge would be into Lake Ontario, whereas the water taken by Chicago discharges into the Gulf of Mexico.

"In the case of the use of the canal for water power purposes only, all of the lift bridges would be made solid or immovable and the high bridges would be lowered, so that the canal would not be such an objectionable feature either in the city or at crossing of country highways. I understand that to put the canal in good shape on its present lines it is estimated that it will cost about $15,000,000.

"The project having a barge canal in view has been carefully surveyed and estimated upon. It provides for an enlargement that will permit of boats of a thousand tons, which is four times larger than present boats. It would cost some $30,000,000 and would cross the Genesee river either to the south or to the north of Rochester and permit of the abandonment of that portion of the canal through the city.

This project has been indorsed, as I understand it, by President Roosevelt, when he was governor, and by the commission appointed by him, by some of the leading engineers of the country, and by some of the strongest business interests in New York and Buffalo.

"It would be of great benefit to the city because of the decreased cost of transportation and also by the expenditure of several millions of dollars in construction work; and it is possible that by a proper design of the section between here and Lake Erie it could be made to serve the purpose of bringing an additional amount of water for water power without interfering materially with the navigation interests, and at a cost which would not be prohibitive.

"Elaborate surveys and detailed estimates have been made by the United States government for a deep waterway connection between Lake Erie and New York, the route recommended being from Lake Erie into Lake Ontario near the Niagara river, thence through Lake Ontario to Oswego, thence through Oneida lake and the Mohawk and Hudson rivers to New York; the depth of water to be twenty-one feet and cost something over $200,000,000.

"There is a strong sentiment for this canal among the people of the Central Western states, and it is believed by many that if New York state should actually favor it, such a canal would be built. It might be of great benefit to the city of Rochester, provided Irondequoit bay was opened and a harbor was built out into the lake. Of course, Rochester would be extended to Lake Ontario and Irondequoit bay, and would become a seaport on the great deep water line serving the continent. It might be that the present canal would be maintained between Buffalo and Oneida lake where it would connect with the ship canal, or it might be that with the ship canal built a portion of the large canal might be built between Buffalo and Oneida lake.

"Among the objections to this route are these: It necessitates locking ships down into Lake Ontario some 250 feet, and then from Oswego up some 200 feet over the summit at Rome; also the pre-empting the use of a large amount of valuable water in the central part of the state to furnish the vast supply necessary for such a canal. It would require more water than the whole Genesee river would furnish if all the water storage projects were carried out upon it. Another objection is that when large ships got down into Lake Ontario it might be more advantageous for them to proceed down the St. Lawrence in preference to locking up over the Rome summit.

"The magnificent dream of the optimists who have faith in the continued and increasing prosperity of our country in the future, and which was strongly presented to the Chamber of Commerce some years ago by Mr. Joseph O'Connor, is to make a great river from Lake Erie to New York with a continuously descending current and vast volume of water, not only bearing the commerce of the country during the seven months of the year in which water for navigation is usable in this climate, but for seven months of the year furnishing water for power clear across this splendid state. The carrying out of such a grand project is becoming year by year more possible, and in its construction and operation would revolutionize the state of New York.

"It may be possible that a river of the character described could be kept open for navigation during the whole season, instead of having to close for four or five months out of the twelve.

"The area or cross section of such a ship canal might be at least 8,000 square feet, which is the area adopted by the United States Board of Engineers on Deep Waterways in its discussion of a 30-foot ship canal. With such a channel, and a velocity of 1 1-2 cubic feet per second it would bring from Lake Erie 12,000 cubic feet of water per second. The requirements of navigation and leakage would not probably exceed 4,000 cubic feet per second, and if the remaining 8,000 feet was discharged into the Genesee river at Rochester it would create a 240,000 horsepower, which is eight times the amount that will be developed by the proposed storage reservoirs of the Genesee.

"If such an amount of water was taken out of the Niagara river before complete development the effect would not be very appreciable, as the average discharge of that river over the falls is estimated to be 220,000 cubic feet per second, and a layer of water one foot thick in Lakes Superior, Huron and Michigan [illegible] will make a flow of 68,300 cubic feet per second for a year.

"In a canal of this character it might be that the state of New York could build part of it and the United States government the balance of it. On such a canal fast express and passenger boats might go from Rochester to New York in less than twenty-four hours and to Buffalo in six or seven hours, and there would be through passenger service on fast steamers from Chicago to New York, through Rochester. Everything seems to indicate the building up of the greatest city the world has ever seen, on the shores of the Niagara river, by reason of the development of the water power there, and it may well be for the future good of humanity that we secure a portion of it to prevent too great concentration of human life and activity.

"The stupendous growth of the steel industry at Cleveland and the great factories being located at Buffalo, are located there because of the relation of the sites to the coal deposits on the south and the ore deposits on the north.

"There is a canal projected from the Georgian bay to Lake Ontario, nearly opposite Rochester, which will surely be built if the Canadian people keep up their energy in the development of waterways commensurate with the requirements of trade. With such a canal built a short line would be opened for the coal and iron deposits of Canada, and with Irondequoit bay opened up, a harbor built and a ship canal constructed, Rochester might afford a more advantageous location for the steel industry than Cleveland or Buffalo, as its

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relation to the ore beds would be better, and it lies at the foot of the hill below the coal mines.

"Within a lifetime New York has grown from a city no larger than Rochester into the gigantic metropolis of the Western hemisphere, and destined to be in the near future the metropolis of the world, apparently. Thirty years ago corporations with $10,000,000 of capital were few, and considered tremendous. The scale of all business has enlarged. An indication of what bridges will do for a community is shown by the results of the labors of our townsman, George Eastman, now the head of a $40,000,000 corporation engaged in the manufacture, of a necessity, the demand for which has been created largely by himself, and which furnishes employment to thousands of our fellow citizens.

"All of the great cities are energetically struggling for supremacy, and it behooves us to see that Rochester does not inadvertently drop behind in the race."

SUNDAY BAND CONCERT

D&C 2/19/02.

To be Given by the Minges Band at Genesee Valley Park.

Following is the programme to be given by the Minges Band at Genesee Valley Park Sunday afternoon from 3 to 6 o'clock:

PART I.

March—American Guard.....E. Brooks
Overture—The Twilight Hour..E. Boettger
Selection—Maritana.....V. Wallace
Waltz—Georgia.....Petree
Medley—Blaze Away.....A. Holzmann
Polka—Firemen's.....W. S. Ripley

Ten minutes intermission.

PART II.

March—Frog Puddles.....H. Whitney
Overture—Field of the Cloth of Gold .....V. Bout
Tenor solo .....Selected
Mr. J. H. Werdain.
Medley—Popular Kentucky.....E. Boettger
Trombone solo—Holy City.....Adams
J. F. Bowser.
Overture—America .....

Sunday Band Concerts.

The State Industrial School Band will play Sunday afternoon in Seneca Park. The Minges Military Band will play at Genesee Valley Park. D&C 2/19/02

The Canal Question.

Times 2/19/02

Advocates of canal improvement have planned to place the matter strongly before the state convention to be held at Saratoga this month, and it is likely that the subject will be disposed of at the next session of the State Legislature. The Engineer News makes the following interesting comment on the proposed routes:

"Turning to the report of the New York State Engineer for 1901, we find that the estimated cost of construction of a canal by the two routes in use for the present, Erie Canal route, $76,322,000, and for the route via Lake Ontario, $44,812,000. Thus the Lake Ontario route will cost $25,500,000 less than the other to construct. This means a smaller yearly interest charge on the State Treasury of $765,000 (assuming 3 per cent. interest). Besides this, the Ontario route will be far cheaper to maintain than the inland route. The distance from the Hudson River to Buffalo by the two routes is substantially the same; but the Ontario route has 112 miles of open lake navigation, which costs nothing for maintenance, as compared with an equal length of artificial canal on the other route which must be continually maintained. It is therefore clear that the Ontario route would not only cost the state twenty-five and a half million dollars less to build, but at least a million and a half dollars a year less to take care of.

"There is another advantage of the Ontario route. Vessels could go from Troy to Buffalo and return by it in 35 to 40 hours' less time, or, in other words, according to the engineers' estimates, nearly 20 per cent. longer time will be required for a voyage via the inland, all-canal route than for a voyage via the Ontario route.

"We see no prospect that the New York Legislature can be induced to favor or the people to confirm the 1,000-ton barge canal enterprise in any form, the selection of the seventy-million-dollar route by the canal advocates makes doubly sure the failure of the scheme.

"If the 1,000-ton barge canal can do all its advocates claim, it can do it practically as well if built on the route costing only $45,000,000 as on the one costing $76,000,000. If the canal should be built on the Ontario route and prove a success, and it should then be deemed worth while to complete the inland route from Syracuse to Lockport, that can then be undertaken and carried through at little greater total expense to the state than if that route had been adopted in the first place.

"To sum the whole matter up: The proposed 1,000-ton barge canal is a huge experiment. If it is to have a trial, let it be a fair one; but let it be made on the route that will involve the least outlay of the state's funds."

There is no denying that the canal question is a burning one and that no time should be lost in disposing of it. While the agitation is going on present canal interests are seriously hampered, and the canal men and canal patrons are entitled to learn speedily just what the future has in store for them and their business investments.

WILL ENTERTAIN

Convention of Society of Municipal Improvements.

Post. Herald-Leff 2.3.02

LOCAL COMMITTEES NAMED

Meeting Held at Mayor's Office To Make Plans for Entertainment of Distinguished Visitors Who Attend Convention Next Month — Tally-Ho, Trolley Ride and Banquet Planned.

Plans for the reception and entertainment of the members who will attend the ninth annual convention of the American Society of Municipal Improvements, beginning two weeks from to-day, are rapidly nearing completion.

The society is composed of the executive officers of cities, such as members of boards of public works, city engineers, superintendents of streets, superintendents of water works and other municipal officials in charge of the construction of public improvements. Seventy cities have membership in the society, and while the number of delegates will not exceed 150, the personel will be distinguished and the sessions of the convention of general interest, as was indicated by the scope of work outlined in the programme recently printed in The Herald. An addition to this programme is made by an address by J. W. Howard, consulting engineer of New York City, on "Pavements Injured by Water; How to Minimize the Injury."

While the delegates will come to Rochester for the purpose of consultation and work, it has been customary in other cities where conventions have been held to provide some form of semi-official entertainment, in recognition of the distinguished officials who come. The indications are that Rochester will do itself credit in entertaining the visitors who will be here next month.

Recently special committees have been appointed, representing the Common Council, the executive branch of the local government; the Chamber of Commerce and the Rochester Engineering Society. A meeting of these committees was held at the Mayor's office yesterday afternoon to name a number of sub-committees and to arrange plans. These were the members of the committees appointed from the various bodies, most of whom were present at the meeting yesterday:

Common Council—H. H. Edgerton, president, Charles H. Judson, Frank A. Ward, James H. Casey, John McParlin, J. Miller Kelly.

Executive Department—Hon A. J. Rodenbeck, J. Y. McClintock, William A. Sutherland, George A. Gilman, William N. Radenhurst, Samuel B. Williams, Charles F. Pond, James Johnston, William J. Stewart, John F. Skinner.

Chamber of Commerce—Hon. Henry C. Brewster, Daniel B. Murphy, Thomas B. Dunn, Louis N. Stein, Benjamin E. Chase, John M. Ives, A. B. Lamberton, H. B. Hathaway, W. C. Barry, G. F. Roth, H. H. Rich, George W. Ham, Charles J. Brown, James D. Casey, Horace C. Brewster, Robert Cartwright, Max Brickner, E. M. Upton, George W. Archer, John A. Davis, V. F. Whitmore, F. C. Lauer, F. A. Bronsch, H. B. Hooker, LeGrand Brown.

Rochester Engineering Society—LeGrand Brown, J. Foster Warner, J. E. Putnam, C. E. Munger, C. E. Turner.

A. B. Lamberton was selected to act as chairman of the meeting and on motion he was empowered to name the members of the various sub-committees.

Following were the committees named:

Committee on Finance—Horace C. Brewster, H. B. Hathaway, Charles J. Brown, J. Miller Kelly, John A. Davis, S. B. Williams, T. S. Pulver, LeGrand Brown.

Committee on Arrangements—Henry C. Brewster, A. B. Lamberton, L. P. Ross, George W. Ham, Charles F. Pond, George A. Gilman, Robert Cartwright.

Committee on Entertainment—J. Y. McClintock, W. C. Barry, J. M. Ives, H. H. Rich, G. F. Roth, T. J. Neville, B. R. Foreman.

Reception Committee.—Mayor A. J. Rodenbeck, Daniel B. Murphy, Frederick Cook, Benjamin E. Chase, Louis N. Stein, Thomas B. Dunn, George W. Aldridge, W. A. Sutherland, V. F. Whitmore, James D. Casey, Frederick C. Lauer, George W. Archer, E. M. Upton, Adolph Spiehler, Pierre Purcell, Joseph O'Connor, S. P. Puffer, Louis M. Antisdale, N. P. Pond, Julius Stoll, Max Brickner, Rev. T. A. Hendrick, George W. Weldon, Thomas W. Finucane, George Eastman, Rev. C. A. Barbour, Sol Wile, Harvey Ellis, Walter W. Powers, Samuel Wilder, Dr. John A. Stapleton, Frederick W. Zeller, Rev. S. Banks Nelson, Charles Weis, James S. Graham, Louis Griesheimer, Edward Prizer.

Most of the work of the convention will be devoted to the reading of papers by experts, but among the entertainments to be provided will be a tallyho ride on Wednesday afternoon, October 8, to view the points of interest in Rochester and vicinity, including some of the good roads built by the state. On Wednesday evening will be a banquet at Powers Hotel. On Thursday afternoon the ladies and guests will enjoy a street car ride about the city, through the courtesy of the Rochester Railway Company.

SENECA PARK CONCERT.

Post. 2/17/02

Thousands Listened to the State Industrial School Band—At Genesee Valley Park.

The largest Sunday crowd of the season visited Seneca park east yesterday afternoon to hear the concert by the State Industrial School Band. While the trolley car service was good the throng of sightseers bound parkward in the afternoon was so great that it was with difficulty they were all conveyed to their destination. Countless numbers went on wheels and many drove down, and it is estimated that more than 5,000 people were on the grounds.

The State School musicians rendered a most enjoyable programme. Popular and patriotic airs were the rule and again and again the band was compelled to respond to encores. The concert was billed to last three hours, but so many encores were responded to that it took a much longer time to finish the programme.

During the concert the visitors visited the animal cages and saw the sights. The monkey cage attracted the largest crowd, of course, but the bears and birds were viewed by many.

At Genesee Valley park yesterday afternoon an excellent concert was rendered by Minges' band. Several thousand people listened to the music. D&C 2/17/02.

NOT ENCOURAGING

Herald Sept. 14/02

Mr. McClintock Is Doing Missionary Work at Saratoga.

WANTS A SHIP CANAL PLANK

Rochester Commissioner Seeks To Induce Republican Convention Leaders To Indorse His Plan and Turn Down Barge Canal Plan From Buffalo — Statement Outlining His Position.

Commissioner J. Y. McClintock is in Saratoga this week, attending the Republican state convention for the purpose of persuading that body to insert in the platform a plank favorable to the ship canal idea. The delegation of Buffalo and New York men are at the convention to secure an indorsement for the barge canal scheme. The indications are that the convention will not commit itself definitely to either plan but will content itself with a straddle of glittering generalities, so as not to bring the canal issue into the campaign at all.

Commissioner McClintock is reported to be hopeful but not sanguine that when the platform is reported this morning, it will contain his plank, but the outlook is not cheering. He gave out for publication in the newspapers yesterday a statement, outlining Rochester's position in the matter. This is the commissioner's statement of the case:

"In selecting a plan for improving the canals of New York State there is enough material available to demonstrate that the great plan should be adopted. That means the ship canal and it should be a ship canal of the full dimensions. That plan means a benefit to all of the interests, including the interior of New York State as well as the cities of Buffalo and New York.

"Some influence has seen to it that no survey has yet been made for a ship canal which would not be of greater use to Canada than to the United States, and it is possible for one to make the assertion that a route through the richest, and at some time the most prosperous section of this state, is not available for a ship canal although no one can show any reason that on a judicious location a canal of large cross-section should cost more per mile between Buffalo and Oneida Lake than between that lake and the Hudson River.

"As has been well said, 'The present status of manufacturing enterprises in canal towns and cities is pathetic. From the inception of work in the Erie canal until forty or fifty years ago this region offered higher rewards to ambition than any other locality enjoying the cheapest and most convenient facilities. Since the Erie canal lost its pre-eminence as a carrier, through the development of railroads, while it remained unimproved and rates and discrimination against short hauls have been imposed the, advantages offered by cheap transportation to other localities have worked injury to the interests of the center of the state. This fact has found expression in the agricultural loss for some time. The twelfth census shows that in seven cities of 25,000 or more inhabitants in the center of the state, namely, Troy, Albany, Schenectady, Utica, Syracuse, Rochester and Auburn, all the cities of that class in the interior of the state, the rate of increase since 1890 has not been quite 5½ per cent. one city showing an absolute loss. The city of New York with the dependent cities in that class, Jersey City, Newark, etc., show a gain of 81 per cent., while the twelve cities on the Great Lakes, which have 25,000 each, show a gain for the twenty years of 168.5 per cent. So low have our canal towns fallen in the estimation of some that they regard any attempt to re-light the fires in their abandoned factories or rebuild their ruined smelting furnaces as an attack on some inexorable law.

"It can be safely asserted that if the center of this state had continued the rate of development attained in the early canal period, both the lake front cities and New York would offer even higher prizes to ambition than under present conditions.

"We believe that the present canal

fail in a certain degree of sufficiency so as to secure most of the benefits obtainable from any enlarged canal, without enlargement or modification, and that that should be the limit of work upon it by the state of New York; but there are strong arguments and many reasons for believing that a great ship canal can be built across the state so as to be not only of enormous advantage to commerce, but to be the greatest factor in a grand development of the manufacturing possibilities of the whole state.

"Among the extraordinary advantages of all kinds existent within the boundaries of New York, there is one that is unique. It is the possibility of carrying literally a new river across the state with a capacity for commerce comparable with the Thames, or the St. Lawrence, or the Hudson, with an inexhaustible source of water supply obtainable from the great lakes passing the hills at such an elevation above Lake Ontario as to permit of drawing water to many points along its current for the development of water power, with a fall of from 200 to 250 feet, and with its residium discharge of water necessary for actual operation of the canal down the Mohawk River with a fall of over 400 feet into the Hudson; and with the effect of literally increasing the navigable depth of the Hudson River as far as West Point.

"Suppose it cost several hundred millions to build such a canal; it is well worth the cost for its benefit to navigation interests; but in addition to that, such a river would actually make possible the utilization of 200,000 horse power of permanent power spread along from Lockport to Cohoes, and a reasonable estimate of the value of such water power might be $500,000,000.

"A striking feature of the proposition is that it would furnish power where it would be of the most value to humanity, because it would be in immediate proximity to the greatest line of water communication in the world, and on the line of one of the most splendid railroad systems and in a climate that is unsurpassed in healthfulness, and in a country that is the garden spot of earth, and amid a population already established that is as active and energetic, and able as any other equal number of people anywhere.

"Such a river means revolutionizing the interior of the state. It means a river 200 feet wide on the surface, 20 feet deep, with a continuous flow of a great volume of clean water from the lakes, not only available for the purposes mentioned but for irrigating the broad area of exceedingly productive land lying along the whole length of Lake Ontario. That irrigation of rich land even in this climate is advantageous is indicated by the action of one of our great railroad companies in establishing an irrigation plant. The benefit to be derived from a ship canal for such a purpose would certainly be immense.

"Incidentally the great coal market of the country would be established at the south end of Seneca Lake near to the coal mines, where it would be reached directly by the largest ships. About two-thirds of the coal produced in Pennsylvania is mined east of the line of equal distance between Cleveland and the head of Seneca Lake. It is the advantage of the city of New York and the New Jersey cities on the bay, that this improvement should be so ample and enormous that no better and cheaper route between the interior of the country and the seaboard can be reasonably expected.

"It is to the advantage of the state of New York that the canal should pass through the state, and should be so large that the factory sites along its banks may not only have the cheapest power, but all the facilities for manufacturing offered by low freight rates without a transshipment that the cities on the lake front now have.

"It is to the advantage of the farmers in all parts of the state that local markets be created for all their produce. It is to the advantage of those living in the country to the west of this canal that it should be so located as to build up centers of production and consumption as near to them as practicable, and that its capacity for speedy and economical traffic should give the greatest possible encouragement to marketing these low cost products which can not stand railroad charges, as well as to reducing the cost of all freight transportation that the producer and consumer may have more to divide between them."

CHAMBER OF COMMERCE.

D&C 9/14/02

First Fall Meeting of the Trustees to be Held This Afternoon.

The trustees of the Chamber of Commerce will meet this afternoon at 4:30 o'clock for the first time since the close of the summer vacation. One of the matters that will undoubtedly be discussed is the very satisfactory city park band concerts that have been held this year.

The last concert was given last Sunday. There have been thirty-eight concerts, two most every Saturday and Sunday from June 21st. The sum of $2,800 was spent on the concerts. The Park Board gave $1,200 and the Rochester Railway Company $900, while the Chamber of Commerce collected the balance. It is hoped that next year the Park Board will be able to make an appropriation sufficient to cover the entire expense of the concerts.

There will be at least one more concert. Under the auspices of the Rochester Railway Company, the Fifty-fourth Regiment Band will play next Sunday at Seneca Park from 2:30 to 5:30 o'clock. This is half an hour earlier than the concerts have been held. Warmer weather is coming in after this brief spell of coolness, and it is hoped that the day will be warm and fair.

The first fall meeting of the Chamber of Commerce will be held Monday night, October 6th. Out-of-town speakers are expected. Carrangeau's Band will play the "Chamber of Commerce" march and other music.

INVITATION TO CONVENTION

Times 9/26/02

City Engineer Fisher Sends Out Circular Letters.

In connection with the approaching convention of the American Society of Municipal Improvements, which opens in this city one week from Tuesday next City Engineer Fisher has prepared and sent out copies of the official programme of the convention, together with the following letter, inviting general attendance at the sessions of the convention:

Dear Sir—I herewith send you a copy of the programme for the ninth annual convention of the Society of Municipal Improvements to be held in this city October 7th to 9th.

We have a very good programme and expect an interesting meeting. The Common Council has appointed a committee of six aldermen to act as a reception committee; the Rochester Engineering Society has also appointed a committee of five to act in a similar capacity, and the Chamber of Commerce has also appointed a reception committee and other committees to look after the interests of the delegates and visitors.

This city has a variety of public improvements that will well illustrate the subjects under consideration. We have about forty-five miles of asphalt pavement, including about twelve miles of German and Sicilian rock, seven miles of what is known as vitrified pavement, and the remainder of Trinidad asphalt, mostly lake asphalt.

We also have about ten miles of Medina block sandstone, some of it on very heavy traveled streets, eight to ten years old. We also have about twenty-one miles of common Medina sandstone. We also have several streets of block asphalt and from seven to eight miles of brick pavement, together with about twenty-four miles of macadam.

The Genesee river has a fall of about 200 feet within the city limits, and is spanned by eleven bridges, some of them over 200 feet in height.

The city is generally conceded to be the best-lighted city in the country, the main streets being especially well lighted by double inclosed arc lights. There are altogether about 2,900 arc lights within the city limits.

Brief talks descriptive of the public works of the city, including the waterworks, pavements and sewers will be given by the commissioner of public works and assistants in the city engineer's office on Tuesday evening.

I earnestly hope you will be present at this convention.

Very truly yours,
E. A. Fisher, City Engineer,
President.

MANY MATTERS OF IMPORTANCE

DISCUSSED BY CHAMBER OF COMMERCE TRUSTEES.

FAVOR TRADE EXCURSIONS

Also Stopover Tickets From Railroads—Communications Regarding Parcel Post Between This Country and Australia.

For the first time since the close of the summer vacation, the trustees of the Chamber of Commerce held a meeting yesterday. According to the schedule the gentlemen assembled in the rooms at 4:30 o'clock, and it was 6:30 o'clock before they finally concluded their session.

The first subject called up for consideration was that of trade excursions. The subject has been before the Chamber for several months, and it was decided yesterday to make an attempt to put the plan into effect. To this end arrangements were made for calling a meeting of both wholesale and retail merchants throughout the city, in order that the matter may be presented to them and their aid enlisted. The plan involves the securing of cut rates on the railroads, with certain concessions in various stores. The idea is to attract both kinds of trade to the city.

The question of stopover tickets was brought up once more. It is said that in the matter of allowing stopover privileges, the railroad companies have discriminated against Rochester and in favor of Buffalo and Syracuse. In coming from the east or the west, stopovers are allowed in both the two latter cities but not here. It was decided to communicate with the management of the railroad lines in an endeavor to secure an alteration of the existing conditions.

A communication was read from J. P. Richardson & Company, of Melbourne, Australia, relative to the establishment of a parcel post between the United States and the Australian commonwealth. The communication is as follows:

Melbourne, July 1, 1902.

Dear Sir: As representatives of American manufacturers we frequently wish to post samples of goods from this country to our principals, to show the different requirements of the trade, but cannot do so owing to absence of a cheap method. The only existing means is the sample post, but this is limited to twelve ounces—hence our difficulty.

It has occurred to us that the present time is opportune for you to approach the members of Congress from your district, seeing that Australian "Federation" is accomplished, and the Postal Department having passed under federal authority, there is only one government to approach, instead of six, as was the case under pre-existing arrangements.

We may point out that the parcel post will save even more money to manufacturers and merchants in America than to us, as they could send samples of uniform pattern to us, and we would then send what is ordered through an express company, or any existing means of transportation.

"For your information, permit us to give you a case in point. We received a parcel from Rochester, N. Y., to-day, on which the transportation charges were $2.62. Had the shippers been able to send this by parcel post, the cost would not have exceeded 75 cents. In addition to this we had to pay our customs agent 60 cents for clearing it through the customs, and 20 cents for delivery, whereas had it come by parcel post, this additional expense would have been saved, as the postal authorities would have notified us of arrival, we would have called at the postoffice, presented our invoice, and got delivery without any extra expense.

"You may not be aware that a parcel post already exists between America and New Zealand. Such is a fact, however, and to save expense, we get our friends in America to send parcels for us to friends of ours in New Zealand, and have them re-posted to us from there. Only last mail we had occasion to send some samples to a firm in America, and were compelled to post the parcel to friends in Auckland, who in turn posted them to their destination for 75 cents, whereas it would have cost us $2.50 to send the same parcel from here, owing to lack of facilities for doing so.

Americans want Australian trade, and in our opinion one of the best helps will be the parcel post, as it will permit travelers, direct representatives of American firms, and merchants handling American goods, to forward to their principals and correspondents, at reasonable rates, samples of goods that have a ready sale, as well as those that are adapted to the country's requirements, and not produced by the American manufacturers, which they cannot do under existing conditions.

Trusting our remarks herein may appeal to you, that you will give us your assistance, and thanking you in anticipation, we remain,

Respectfully yours,
J. P. RICHARDSON & CO.

On motion of one of the trustees it was decided to submit this communication to Congressman Perkins, with the request that he act in the matter.

A communication was also received from Mayor Rodenbeck relative to the deepening of the waterways of the state and the opening and improvement of Irondequoit bay. The message was similar in contents to that which his Honor submitted to the consideration of the Common Council. The Mayor sent a request that five men be appointed by the chamber to unite with five other men to be appointed by himself to act as a committee to take up the project.

It was reported that a number of canvassers have been going about among the merchants of the city misrepresenting themselves in numerous instances. It was suggested that all Chamber of Commerce members refer all canvassers to Secretary Ives, who will indorse their claims only after his examination of them results in an approving conclusion as to their character.

It was announced that the first regular fall meeting of the chamber would be held on the evening of Monday, October 9th. Major J. M. Howard, engineering editor of the Municipal Journal and Engineer, of New York, will deliver a popular, nontechnical lecture. Luncheon will be served and music will be rendered by Garramone's Band.

Several letters were reported as received from different manufacturing companies indicating their desire to come to Rochester and establish themselves in this city, provided suitable inducements are offered them to do so.

It was directed that the president appoint a committee of four to attend the Commercial Museum which holds sessions in Philadelphia on October 7th to 9th. The gathering is for the consideration of questions relating to exports and to the increase of foreign trade. Arrangements have been made with the railroad companies so that delegates to this gathering can secure a rate of one and one-third.

Permission was granted the Rochester Art Club to hold its twentieth annual exhibition in the rooms of the Chamber. No definite date was specified, but the event will occur some time in the month of November. It was announced that Lord and Lady Minto, of Canada, will be present as guests of the club to attend this exhibition.

The following individuals and firms were admitted to the Chamber's membership: Bickford, Schantz & Co., furniture; G. R. Goodheriet, trunks and valises; William B. Maloney, wholesale liquor; B. H. Bacon Co., proprietary medicines; Century Camera Company, cameras and photographic supplies; Fifty-Fourth Regiment Band; Edward J. Nier, portrait artist; J. L. Weller, dentist; Hickey & Freeman Co., clothing manufacturers; C. M. Henderson, manager New York Life Insurance Co.; Macord, Gilson & Stewart, sporting goods.

PARK BAND CONCERT.

Fifty-Fourth Regiment Band to Give Sunday Concert at Seneca Park East.

The Fifty-fourth Regiment Band will render the following programme at Seneca park east Sunday afternoon at 3 o'clock:

PART I.

March—A Signal from Mars..... T. Paul
Overture—Queen of Autumn ....Carl Bigge
Cornet solo—Schnsucht Nach der Helmath.....J. Harman
Mr. Sam Bassett.
Selection—The Prince of Pilsen (new)...
.....Gustav Lilder
Characteristic—A Hunting Scene (by request) .....Bucalossi
Medley—Cotton Blossoms .....
.....Maurice Smith

Ten minutes intermission.

PART II.

March—Brooks Mounts Band ..Roland Seitz
Overture—Dichter und Bauer.....
.....Franz Von Suppe
Medley—The Record Breaker .....
.....Christopher O'Hare
Flower Song—Hearts and Flowers....Tobani
Selection—A Night in New York..E. Brooks
Medley—All to the Good.....
.....Mackie-Beyer
Star Spangled Banner .....

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

PUBLIC BAND CONCERT

—BY—

MINGES' MILITARY BAND

J. FRED MINGES, Director.

GENESEE VALLEY PARK,

SUNDAY AFTERNOON, SEPT. 21, 1902

From 3:00 to 6:00 o'clock.

Under the Auspices of the Rochester Chamber of Commerce, Park Commissioners, and Rochester Railway Co.

PROGRAM

PART I.

1	MARCH—American Guard,	- -	E. Brooks
2	OVERTURE—The Twilight Hour,		E. Boettger
3	SELECTION—Maritana,	- -	V. Wallace
4	WALTZ—Georgia,	- - -	Pettee
5	MEDLEY—Blaze Away,	- -	A. Holzmann
6	POLKA—Firemen's,	- -	W. S. Ripley

Ten Minutes Intermission.

PART II.

7	MARCH—Frog Puddles,	- -	H. Whitney
8	OVERTURE—Field of the Cloth of Gold,		V. Bout
9	TENOR SOLO, Mr. J. H. Werdain	- - -	Selected
10	MEDLEY—Popular Kentucky,	- -	E. Boettger
11	TROMBONE SOLO—Holy City, J. F. Bowser	- -	Adams
12	OVERTURE—America,	- - -	——

When you are through with this Program, do not throw it on the Park Grounds, but in the receptacle for waste.

(Please turn over.)

PUBLIC BAND CONCERT

—BY THE—

STATE INDUSTRIAL SCHOOL BAND.

FRED. B. REMINGTON, Director.

SENECA PARK, EAST,

SUNDAY AFTERNOON, SEPT. 21, 1902

From 3:00 to 6:00 o'clock.

Under the Auspices of the Rochester Chamber of Commerce, Park Commissioners, and Rochester Railway Co.

PROGRAM

PART I.

1	MARCH—United Emblem,	- -	Brown
2	"Faust,"	- - - - -	Gounod
3	Magnolia,	- - - - -	Sutton
4	Mexicana,	- - - - -	Langey
5	MEDLEY OVERTURE—Head Liner,	-	Mackie

Ten Minutes Intermission.

PART II.

6	Odd Jobs Jackson,	- - - -	Hubbell
7	Something,	- - - -	Beyer
8	Romance and Gavotte,	- - -	Muller
9	WALTZ—Spinola,	- - -	Daniels
10	Boys in Blue,	- - - -	Laureandeau

When you are through with this Program, do not throw it on the Park Grounds, but in the receptacle for waste.

(Please turn over.)

PUBLIC BAND CONCERT

—BY THE—

54th REGIMENT BAND.

F. A. ZEITLER, Director.

SENECA PARK, EAST,

SUNDAY AFTERNOON, SEPT. 28, 1902

From 2:30 to 5:30 o'clock.

Under the Auspices of the Rochester Chamber of Commerce, Park Commissioners, and Rochester Railway Co.

PROGRAM

PART I.

AMERICA.

1	MARCH—A Signal From Mars,	- -	E. T. Paull
2	OVERTURE—Queen of Autumn,	- -	Carl Bigge
3	CORNET SOLO—Sehnsuclet Nach der Heimath, Mr. Sam Bassett.		J. Hartman
4	SELECTION—The Prince of Pilsen (new),		Gustav Lüder
5	CHARACTERISTIC—A Hunting Scene, (by request),	- - - - -	Bucallosi
6	MEDLEY—Cotton Blossoms,	- -	Maurice Smith

Ten Minutes Intermission.

PART II.

7	MARCH—Brooks Marine Band,	- -	Roland Seitz
8	OVERTURE—Dichter und Bauer,	-	Franz Von Suppe
9	MEDLEY—The Record Breaker,	-	Christopher O'Hare
10	FLOWER SONG—Hearts and Flowers,	-	Tobani
11	SELECTION—A Night in New York,	-	E. Brooks
12	MEDLEY—All to the Good, Star Spangled Banner.	- -	Mackie-Beyer

When you are through with this Program, do not throw it on the Park Grounds, but in the receptacle for waste.

(Please turn over.)

Trade Excursions to Rochester.

The Chamber of Commerce at its first fall meeting discussed and cordially indorsed the suggestion first made by The Times that every effort should be made to bring trade excursions to Rochester. Such excursions would mean a decided increase in the business of both retail and wholesale dealers. They would be the best possible advertisement of this city, its stores and its manufactures. But to bring these excursions to this city prompt, vigorous, and, above all, ORGANIZED efforts are necessary.

The Chamber of Commerce is the body especially qualified to push the matter. The quicker action is taken the more effective it will be. And the merchants of this city can feel that the plans of trade excursions, LIKE EVERY OTHER FOR ROCHESTER'S INTERESTS, will have the vigorous and untiring co-operation of the paper which originally proposed it—THE TIMES.

It is said that the railroads have not in the past granted Rochester as good accommodations in rates and stopover and other privileges as were given other Western New York cities. If this should prove to be the case, when more definite plans for trade excursions have been made, the Chamber of Commerce should make a most strenuous protest. Many of the places from which trade excursions would be run to Rochester are connected with this city by more than one railway line. If one road refuses to grant reasonable accommodations, let the excursions be run over a competing line. Rochester is too large a city, its business interests are too important to permit of discriminations against it and in favor of Buffalo and Syracuse. If the Chamber of Commerce and our business interests make vigorous protest against discrimination there will be no danger of it. But if Rochester business interests refuse to take action there can be no hope of successful trade excursions and profitable trade will simply be lost to this city.

Let the proposed meeting of the wholesale and retail dealers be marked by a record-making attendance, let there be no doubtful tone to its indorsement of trade excursions. They will be to the direct advantage of every Rochester business man.—The Times Sept 27, 1902

FIGURES ABOUT DEEP WATERWAY

McCLINTOCK'S COMMUNICATION TO MAYOR.

AS A FINANCIAL VENTURE

Dec. — Lot III.

Commissioner Seeks to Show That Revenues Would Pay the Cost—Statements Regarding Creation of Power Along Route Across State.

Mayor Rodenbeck has received from Commissioner McClintock, of the Department of Public Works, the following communication relative to the construction of a ship canal from Lake Erie to the Hudson river. The communication supplements an interview given by Commissioner McClintock a few weeks since, relative to a communication on the same subject sent to the Common Council by the Mayor, on such a canal.

The Commissioner, in this latest argument for the waterway, gives facts and figures that cause the layman to wonder where engineering propositions are going to find their limit. It is expected that the subject will be brought to the attention of members of the American Society of Municipal Improvements, which meets here next week, and that the communications of the Mayor and the Commissioner, as recently published, will provide material for interesting discussions among the engineers and experts on large public works. The communication follows:

Hon. A. J. Rodenbeck, Mayor:

Dear Sir: I desire to present the following points in favor of a ship canal from Lake Erie direct to the Hudson river for the consideration of the joint committee formed at your suggestion, consisting of members of the Chamber of Commerce, members of the Common Council and heads of city departments.

Lake Erie is 575 feet above the ocean, and on the four Great Lakes, of which this is one, commerce reaches at this time the enormous amount of from 40,000,000 to 50,000,000 tons, and has been doubling during short periods, and there is no present indication of a limit. For a century the most important project in public improvement in the United States and Canada has been the building of a waterway of suitable dimensions for the economical transportion of the commerce of the country tributary to the Great Lakes.

Old Waterways Outgrown.

Three times has the state of New York spent large sums of money to build such a waterway, and each time has it been outgrown before it was completed. Four times has the Canadian government built such a waterway, spending more money than the state of New York, and yet the dimensions of either canal are not such as to form a satisfactory link between the larger transportation routes connected. Over and over again has the small plan been adopted because it was cheap, and each time found to be ineffective because of its smallness.

When the Erie canal was first opened, Thomas Jefferson said the project was 100 years ahead of its time. Yet within ten years afterward it became necessary to commence enlargements which cost fully as much as the work that had been done. Since his time there have always been many men who took the same small view of the possibilities and development of this country, and they are now represented by some men of New York and Buffalo, who insist that the state shall build a barge canal of 1,000 tons' capacity, although the Canadian canals are already fourteen feet deep and the Montreal, Ottawa & Georgian Bay canal is projected with a depth of twenty feet, which will cost about as much as our proposed barge canal and will permit of steamers of 8,000 tons' capacity reaching Montreal from the Great Lakes.

Mr. Wiener, one of the Board of Engineers of Deep Waterways, and also engineer for that canal, has stated that if when it is built it can be extended to New York through Lake Champlain, making a line from Duluth to New York 100 miles shorter than any other line and sixty million dollars or more cheaper.

The city of Chicago has built a canal from Lake Michigan towards the Mississippi river at cost of $34,000,000 which it has formally offered to the United States government, with the condition that the government shall complete a channel twenty feet deep to the Mississippi. Mr. Cooley, one of the leading engineers of the country, estimates that such a channel can be completed from Chicago to St. Louis for $140,000,000.

Tendency of Traffic.

With the completion of the Panama canal and the continued improvement of the steamship lines to and from the Gulf of Mexico, the present strong tendency of traffic towards the gulf from the great Central Western States, rather than to New York, will be strongly increased. In other words, the indications are that unless the people of New York state are active in protecting their interests they will find that the great flow of traffic which if properly directed might be the source of boundless prosperity, as it has been in the past, will go by them either to the north to Montreal or to the south by the Mississippi, and in any event the only portion of New York state to be benefitted may well be the metropolis itself.

The one great possibility of controlling the current of traffic so as to make it go through New York state is the building of a ship canal of full dimensions and with no unnecessary lockages. The only survey yet made for such a project was made under the direction of the Board of Engineers on Deep Waterways, and for some reason which it is impossible to explain, it makes its canal go from Lake Erie into Lake Ontario, thence by way of Oswego, Oneida lake and the Mohawk river to the Hudson, thus putting into it 225 feet of unnecessary lockages, making it probable that traffic that had once gotten into Lake Ontario, instead of climbing up over the summit through a tortuous artificial canal, would continue on to Prescott, from whence it would run but 120 miles down the St. Lawrence to Montreal. This canal would also necessitate the taking of probably 2,000 cubic feet of water per second for operating it, from the streams of the central part of this state where every cubic foot of such water is needed for development of water power to be used locally.

It comes to the conclusion that a twenty-foot canal would make transporation one-foot canal would make transporation cheaper than by any other possible route, but said board also demonstrated that if it was a thirty-foot canal the theoretical cost of transportation from the lakes to the ocean would be 29.1 cents per ton less than it would be through a twenty-one-foot canal; and as it is estimated that such a canal would carry thirty million tons within a comparatively short term, the advantage to commerce might be on this amount $8,730,000 per year.

Advantages of a Deep Channel.

Other advantages of the deep channel would be the ability to put heavy warships into the Great Lakes through American territory and so, in a possible contingency, save a large portion of the cost of the canal in one naval demonstration. It would also permit of higher speeds, if not for the largest ships, surely for the smaller sized vessels in which most of the commerce would naturally be carried. It is demonstrated that the largest vessels can safely navigate with a depth of eight or nine miles per hour, and it is possible that fast freight express and passenger boats would go at a high speed as they do on the Hudson river. The time estimated for large ships from Buffalo to New York is sixty-four hours, and the navigation season to be 246 days.

A study of the various reports and the discussion by many of the ablest engineers in the world, leads inevitably to the conclusion that while the more cheap plan of a small canal may help to keep the control of commerce to New York state, the only plan that is sure to do it is to have a full-sized ship canal, thirty feet depth of water and 5,000 square feet in cross-section and extending from Lake Erie to the Hudson river, taking its full supply of water from Lake Erie and forming a great new river across this state.

Such a canal could be so designed and built as to afford opportunity for the development of permanent water power which will make great manufacturing cities of Lockport, Middleport, Medina, Albion, Holley, Spencerport, Rochester, Brighton, Fairport, Newark, Lyons, Clyde, Baldwinsville, Phoenix, Fulton, Oswego, Little Falls, St. Johnsville, Canajoharie, Fonda, Amsterdam, Rotterdam, Schenectady, Cohoes and Troy. It will do this in the same way that utilization of the waters of water from the Erie canal has resulted in building up the prosperous city of Lockport, with nearly 20,000 population, where without water there is no reason for the existance of a city.

The canal might be given such a grade from Lake Erie to Lockport, twenty-eight miles, so as to make a current of same velocity as the average current in the St. Clair Flats canal, through which a larger amount of commerce passes than through any other waterway on earth, that is 1.7 miles per hour, equal to 2.49 feet per second, which would deliver at Lockport 20,000 cubic feet per second.

Effect on Lake Erie.

It may be said, that taking this large volume of water from Lake Erie would too much interfere with other rights, to which the response may be made that the city of Chicago does now take 10,000 cubic feet of water per second away from Lake Michigan simply for the purpose of washing its sewage down into the Gulf of Mexico, and as I understand the plan, will take, when fully developed, 20,000 cubic feet of water per second. This water is taken completely away from the Great Lakes system.

The mean discharge of Niagara river is estimated at 220,000 cubic feet per second, and to show the immense storage capacity of the upper lakes. It is figured that one foot depth over Lakes Superior, Michigan and Huron would be sufficient to run 58,000 cubic feet of water per second for a full year.

In the case of the proposed ship canal through New York state, the largest portion of the amount taken from Lake Erie will be returned directly into Lake Ontario, so that the only interests that can be affected by it are the water powers on the Niagara river.

At Lockport 4,000 cubic feet per second would be discharged into Eighteen-Mile Creek, and as the fall to Lake Ontario is 327.5 feet, the water power which could be developed there is about 150,000 horse power. From Lockport easterly, the velocity of current might be 1.86 miles per hour, and at each of the places, Middleport, Medina, Albion, Holley and Spencerport, 1,000 cubic feet per second could be discharged into creeks which empty into Lake Ontario within a distance of from ten to twenty miles, and on each stream create about 20,000 horse power of permanent water power.

At Rochester, 1,000 cubic feet per second could be discharged into the Genesee river, which would create about 20,000 horse power, and which, added to the existing power of that river, would make 60,000 horse power in the city when the proposed water storage project on the river is completed. At Brighton and Fairport, 3,000 cubic feet per second could be discharged down through Irondequoit bay, creating about 60,000 horse power and making that bay the outlet of a larger river than the Genesee and the best point to connect the ship canal with Lake Ontario by locks, as the length of the branch canal required would not exceed six miles, whereas to connect at Oswego would require a branch some thirty miles long.

Power Possibilities of Project.

From this point easterly the velocity of current in the ship canal would be about one-half mile per hour, being reduced as more water was taken out at various points. Assuming that 2,000 cubic feet per second will fully supply the requirements of the canal for percolation, evaporation and locakages, there will be remaining 6,000 cubic feet per second which could be made to yield some 225,000 horse power to be distributed as desired among the other places named. Thus the ship canal could be made to provide 510,000 horse power distributed along 300 miles through the center of New York state, where there is already existing active manufacturing places and where there is a demand for power.

A reasonable estimate of the value of such power to the state of New York would be $500,000,000, and with such a canal completed the state could literally be run by electricity. From Lake Erie to Rochester, the canal would be excavated for its full depth below the natural surface and mostly in solid rock, and from there to the Hudson river it would be excavated in the bottom of natural valleys, including Clyde and Seneca rivers, then passing Onondaga and Oneida lakes would follow the Mohawk river for its whole length. So that there would be no possibility of breaks such as have occurred in the Erie canal. All the streams crossed would be received into it and there would be no culverts or bridges under it.

It is probable that there is no other place in the world where such a splendid and safe development is possible. If the water power was leased for $10 per horse power per year it would yield $6,750,000; and if a toll of 20 cents per ton was collected on the 30,000,000 tons of traffic which would come to the canal it would yield $6,000,000, making a total of $12,750,000 income, which would be sufficient to pay running expenses, interest on the cost and finally pay off the principal, while the direct benefits to the nation would be measured by thousands of millions of dollars.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

ROCHESTER CHAMBER OF COMMERCE.

ROCHESTER, N. Y., October 3, 1902.

The first Autumn meeting of the Corporation will take place on the evening of *Monday, October 6th, 1902*, on which occasion

MR. J. W. HOWARD, B. L., C. E.,

an eminent Engineer of New York City and Engineering Editor of the *Municipal Journal*, will deliver a short address on "The Influence of Streets upon the Welfare of a City."

The address will touch briefly upon the city and city life as helped or hindered by streets and the relations they bear toward the material and moral welfare of the municipality.

In addition to this address, which all should hear, Garramone's Band will be present, and in addition to other selections will render the new Chamber of Commerce March, composed by Rocco V. Garramone and dedicated to the Rochester Chamber of Commerce.

At the conclusion of the address luncheon will be served by Teall in the library. Will you not make an effort to attend this meeting, thus showing by your presence your interest in the Chamber and its work?

Meeting called to order at 8 o'clock, Monday evening, October 6, 1902.

JOHN M. IVES,
Secretary.

ABOUT STREETS

Herald Oct. 7 1902

Major J. W. Howard Before Chamber of Commerce.

EMINENT ENGINEER'S ADDRESS

He Compares the Cities of the World, and Compliments Rochester on Her Fine Streets — Some of the Things That Are Needed in Streets So That a City May Be Benefited.

Major J. W. Howard, B. L., C. E., of New York City, one of the most prominent consulting engineers in the country, was in Rochester last evening and he delivered an interesting address before the Chamber of Commerce. Major Howard took as his subject, "The Influence of Streets Upon the Welfare of a City." Probably there is no man in the United States to-day who is better able to talk knowingly on this subject.

Major Howard has been called to nearly every city of prominence in the United States where there has been any public work of more than ordinary size, and his name is almost equally well known in Paris, Berlin, London and the large cities of the Old World. Major Howard said that the request of the Rochester Chamber of Commerce was equivalent to an order to him, and it was with great pleasure that he took the opportunity of making an address here. He said that the Chamber was an active and important factor in advancing the interests of the city and that the committees appointed by the chair were alert to promote the welfare of the citizens.

The speaker said that a little thought shows how closely and vitally the construction, maintenance and management of city streets affects the material, physical, mental and moral welfare of each inhabitant. He held that a street was vastly more than a means of transportation and access. Important as the latter were. He went on to say what should constitute a street, and continuing, gave his ideas as follows:

"Upon the surface of streets we find, besides the sidewalks for people and the roadway for vehicles, many things which necessity, custom or self-interest puts there, each item to conform to such for each city and street. Among such things are lamp, electric light and other supports; letter, fire and police boxes, water hydrants, telegraph, telephone, trolley and other poles, as well as many other necessary or temporary adjuncts, many of which are slowly being better arranged or placed elsewhere. Trees, grass plots, comfort stations, statuary, drinking fountains and benches afford needed health and rest to thousands of workers who must remain in town at all seasons.

"The surface of streets must have appropriate sidewalks, openings to sewers and other underground constructions. The pavements for vehicles bring to mind the paving problem, which is a vexing one of finance, materials and methods. The street car rails are on the surface, impeding traffic and street cleaning, unless the rails are of the approved form with a groove in the upper surface and firmly set with concrete, such rails being in the end most economical even for the street railway companies.

"Under the streets we find so much that is necessary and useful, that I need but mention a few, such as conduits for water, sewage, gas, electricity for power and light, compressed air for power and transmission of mails, etc., steam for heating and power, railway and other tunnels. The health, wealth, peace, comfort, contentment and prosperity depend very largely upon its public works; and public works are contained principally in the streets.

"Considering for a moment pavements for roadways as one example of the many important matters connected with streets, we will note their influence upon the welfare of a city. Each of the other items mentioned is very important, but must be omitted or treated separately when time allows it.

"A city with its people is like a body with its members. The needs of both are, at first, food, clothing, shelter. Then higher traits appear and develop material, mental and moral wants. The hamlet becomes a village, a town, a city. The spaces between the first huts are the germs of streets. Increasing population and commerce requires streets, water supply, sewers. Saloons and churches follow to fill mental and moral demands. Public lighting, telephones and other things, at first luxuries, become necessities. Pavements likewise become an economic and social necessity. The question of cost is a relative one. A city without pavements can not preserve its existence. It cannot compete with other cities more properly paved. Its goods could not be moved. Foot traffic would be impeded. Street cleaning would be impossible. Health would be endangered. The character, education and success of the people would be held back.

"The paving problem involves many things. Among them are, the first cost of a pavement, the cost of maintenance in continual good condition, renewals, cleaning, sprinkling, expense to citizens for traction or transportation of loads over smooth as compared with rough pavements, repairs to vehicles, harness, number of horses needed for a load or the load possible for each horse to draw, wear on horses, effect of wet, dry, cold and hot weather, injury from street dust, more from some pavements than others and which damages clothes, furniture, goods, also from its disease germs endangering our health. The problem involves the convenience, comfort, needs, health, and purse of every person living near, as well as those using the pavements.

"The use of more evenly laid, smoother and quieter pavements has steadily increased in every city for more than twenty-five years and is still increasing to the benefit of all.

"A city is the home of its inhabitants and needs properly equipped streets, as a house needs well floored, furnished, cleaned and lighted hallways.

"As a financial investment, nothing gives better returns than handsome streets, properly equipped and maintained. Aside from the benefit to property and business, they attract visitors and retain new citizens who bring wealth and industry to a community. The money they bring is the least of the benefits. These people bring with them music, education, uplifting moral influence and refinements which successful men and women seek when they leave cities and towns which do not retain them because of disagreeable surroundings, the worst of which are the repelling, improperly paved, poorly repaired, badly cleaned, noisy streets which lack all that which would make them attractive. Washington, New York, Paris, Berlin, also Buffalo and parts of Rochester and a few other small places are examples of cities which retain successful men, as well as draw others to them, because of handsome streets and all they mean. Such streets are an index of a successful city.

"The baneful influence of some streets on the morals is shown by the dark, crooked, narrow obscure streets which rather physical and moral disease

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Chamber of Commerce, Seneca Park Trolley Railway Company will run cars to Seneca and Genesee Valley Parks from 10 to 6 o'clock on every pleasant day from now until the parks are closed. Hebing's Band will give a concert at Seneca Park East next Sunday from 2.30 until 5.30 o'clock at the expense of the company.

BRAVE MUSICIANS.

Democrat Oct 4/902

Hebing's Band to Give a Concert in Seneca Park To-Morrow Afternoon.

A band concert will be given in Seneca Park east to-morrow afternoon from 2:30 to 5:30 o'clock by Hebing's Band, under the auspices of the Rochester Railway Company. The following programme will be played:

1. "Zampa" overture ..... Herold
2. March—"Trombone Misunderstanding" ..... Chattaway
3. "Musical Jokes" ..... Hamm
4. "Danse de Vaudeville" ..... Stanford
5. Selection—"King Dodo" ..... Luders
6. Waltz—Lacarmela" ..... Whitmark
7. Hungarian Lustplel ..... Keler Bela
8. Minuet ..... Paderewski
9. Selection—"Explorers" ..... Lewis
10. "Blue and Gray Patrol" ..... Dalbey
11. March—"Onward Christian Soldiers" ..... Chambers
12. "Grand American Fantasia" ... Bendix

Cars will be stubbed from the entrance to Seneca Park into the park. The same provision will be made at Genesee Valley Park from Brooks avenue into the park.

BUILDERS OF CITIES MEET

Discuss Municipal Improvement.

ROCHESTER DAY

Herald Oct. 8/02.

Flower City's Points of Interest Explained.

WATER, STREETS, RAILWAYS

Local Engineers Tell What Is Being Done To Improve and Beautify the City — Able Paper Read by G. A. Parker, an Eminent Authority on Public Park Systems.

The ninth annual session of the American Society of Municipal Improvement, representing every section of the United States and some parts of Canada, was begun yesterday afternoon at 2 o'clock in the assembly room of the Chamber of Commerce. Previous to the business session there was a meeting of the Executive Committee. There is a good attendance of delegates, and more arrivals are expected to-day.

The delegates were welcomed by Mayor Rodenbeck, who said among other things:

"Rochester has afforded an excellent field for municipal development. It is the third city in the state in population and is surrounded by as rich an agricultural section as can be found in the country. It is easily the first in many manufacturing enterprises, and is distinguished for its educational and benevolent institutions. In fire losses it compares favorably with any city of its size, which fact attests the efficiency of its fire department. In the personnel of its police department it is equal to any, and it is hoped to bring this department up to the highest standard of efficiency. It is one of the best lighted cities in the Union. It has a park system appropriately located on the banks of the Genesee River, furnishing recreation for all its people. The location of the city, its pure water, its good sewage and the general condition of its streets has made it the healthiest city in the state. Numerous railroads afford connection with the outside world. The Genesee River, which divides the city into almost equal parts, has been the silver band along which the city has clustered and furnishes water power which can be disposed of as cheaply as that in any other city in the United States. All of these advantages are afforded to our people at a tax rate which compares favorably with that of any other city of its size.

A Greater Rochester.

"This is the Rochester of to-day. There is, however, a greater Rochester. There are problems now confronting the city which if properly worked out mean a wonderful development for the city. While it is the immediate province of the engineers and officers performing similar functions to discharge the ordinary duties connected with the performance of municipal work, there are greater questions before every community relating to its development and advancement which it is the function and duty of these officers to call to the attention of the community. Here in Rochester we are interested in the great problem of developing the water power of the Genesee River by the construction of regulating reservoirs which will give an equable flow of water during the dry season and marvelously increase the water power of that stream. The river within the boundaries of the city falls 200 feet, which statement alone to an engineer will convey an impression of the possibilities in this direction. If the enormous quantity of water that comes down this stream in the spring of the year can be harnessed and made to turn the wheels of industries, an enormous advantage would be derived by the city. Related to this subject is that of deep water ways across the state. If the national government impelled by the demands of the western farmers for an outlet for their products from the Great Lakes to the Atlantic should construct a suitable canal through the state substantially along the line of the existing Erie Canal, a tremendous impetus would be given to the growth of the city and the development of its industries. These are the problems which it is the duty of the engineering experts to exploit for their full comprehension is beyond the grasp of the unskilled mind."

The welcome in behalf of the Chamber of Commerce was to have been given by President Henry C. Brewster. Mr. Brewster was out of town, however, and in his absence Secretary Ives told the delegates that the Chamber of Commerce was glad to extend to them the use of its handsome home. The response on behalf of the visiting delegates was made by vice-President G. M. Ballard, or Newark, N. J.

President Fisher's Report.

The business of the convention was immediately taken up, including reports of various committees and the reports of the secretary and treasurer. City Engineer Edwin A. Fisher, who is president of the organization, then delivered his annual address. He said in part:

"Is a society of municipal improvement necessary or desirable? We may, in the interest of efficient and economical construction and maintenance of municipal improvements, learn a lesson from the business management of our large transportation systems. This country has about 200,000 miles of railway on which are operated 40,000 locomotives and 1,500,000 cars. Over 1,000,000 men are employed. The annual earnings have constantly increased until they have reached the enormous sum of over one and a half billions of dollars, while by betterments to the roadbed and track and improvement of motive power and equipment, the service has continued to improve and the rates for transportation have been steadily reduced.

"The officers of these corporations, from the presidents to the section foremen, have associations for mutual improvement in each special line of work. These associations or societies hold regular meetings or conventions, which are well supported and well attended. Each association or society considers even the minutest details of the work coming under the supervision of its members, and while all the associations work for the general good of the corporations they represent, each confines itself to its particular line of study or work. The phenomenal success of our railways, excelling those of any other country in every respect, is due very largely to the work of these associations.

"The electric railway has also reached its highest development in this country. With a population of 70,000,000, we have over 21,000 miles of track, while the whole of Europe, with its population of over 350,000,000, has less than one-fourth of this amount. They, too, recognize the necessity of association. During the present week the Street Railway Association of America is holding its annual session in Detroit. This association is amply supported by the street railways of America, and its annual conventions are well attended and of the greatest interest and benefit to the members. In addition to the national association, the states have also societies and associations of similar character.

"The municipal officers of American cities control and supervise expenditures exceeding those of any one private industry, excepting only that of steam railways. The expenditures of 212 cities for the year 1898 were estimated by N. P. Lewis, ex-president of this society, in his annual address at Toronto as follows:

For the improvement and care of streets about	$50,000,000
For water supply	32,000,000
For sewerage	14,000,000
For public lighting and public buildings	27,000,000
For parks and bridges	22,000,000
Making a total of	$146,000,000

exclusive of police, fire protection and other items of municipal expenditure. He sums up by saying that the total expenditure in the 212 cities referred to would have been nearly $535,000,000.

"Did the cities of America realize the value of associations as do the great private corporations, membership in this society and attendance upon its meetings would be a part of the official duty of the executive officers in charge of public work or service."

Charles Carroll Brown, of Indianapolis, chairman of the committee on municipal data, then read the report of the committee which recommended a uniform system for the collection of statistics in various city departments of work. Appended to the report was a series of blank forms proposed to be submitted to various department heads for assistance in making up their reports. The report of the committee was adopted.

Municipal Franchises.

William S. Crandall, editor of the Municipal Journal and Engineer of New [illegible] city, made a brief address on "Municipal Franchises," in the course of which he said:

"I sent inquiries to the mayors of one hundred and thirty-five cities of 30,000 population and over asking information upon this question, to which I received fifty-three replies. The information given is so varying in its nature that it is impossible to tabulate it without an excessive number of foot notes, which would make such a table of questionable value. I have, therefore, simply digested the replies received and arranged them by cities in alphabetical order.

"There is a growing tendency for the city to tax public service corporations. The best systems thus far evolved are in Massachusetts, New York, New Jersey and Pennsylvania. Corporation tax systems, not as good, but of considerable merit, obtained in Ohio, Indiana and Illinois. I wish to call attention simply to the laws operating in the first four states mentioned. Perhaps the most consistent systems of taxing public service corporations prevail in Massachusetts and Pennsylvania. In the latter state all corporations are subjected to a state tax of one-half of one per cent. on their capital stock. This has been interpreted by the Supreme Court of the state to mean a tax on all corporate property, including franchise and earning capacity.

"Public service corporations in Massachusetts are taxed like other corporations, the assessed valuation being based upon the aggregate market value of shares, less the real estate locally assessed, and the average rate of taxation is fixed at about one and one-half per cent. Street railways are required to pay an additional tax equal to the excess of dividends paid over 8 per cent, and a gross receipts tax at a rate varying from one to three per cent, in proportion to the gross receipts per mile.

"A provision is also made by which cities and towns share in the returns from this tax. In New York street and elevated railroad tracks pay a state tax of one per cent on gross receipts and of three per cent on dividends paid in excess of four per cent, while water, light, power and heat companies are required to pay one-half of one per cent on gross receipts and three per cent on dividends in excess of four per cent.

"One year after New York's franchise law went into effect New Jersey passed a law creating a franchise tax. By its provisions real and personal property is taxed for state purposes at the rate of one-half of one per cent on its actual value as determined by the state board of assessors.

"There are points of similarity between the systems in operation in New Jersey and New York. For instance, both states assess the personal property service corporations locally, for local purposes, but the value of the franchise cannot be included and debts may be deducted.

"The old practice of assessing public service corporations, through local assessors, in the same manner as individuals, is being quite generally abandoned. This change has come about through a general feeling that local assessors are often unjust when they deal with corporate values and also because the methods of determining the value in different localities vary so widely. The wisdom of a uniform system is becoming more and more appreciated."

Six papers were read at the evening session last night. Five of these were by local men on local topics. The other was by G. A. Parker, chairman of the Committee on Park Maintenance and Development.

The first of the series of five papers descriptive of Rochester was by John F. Skinner special assistant engineer in the City Engineer's office. His subject was "Lakes, Conduits, Reservoirs." The paper was illustrated by stereopticon views and contained a brief sketch of the building of the Rochester waterworks system.

This was followed by a paper on Water Supply and Electric Conduits by W. N. Radenhurst, assistant engineer in the water works department. Mr. Radenhurst explained the difference between the Holley and Hemlock distributing underground wires by the telephone and telegraph companies.

The City Sewers.

W. J. Stewart, First Assistant City Engineer, read a paper on sewage and pavement, illustrated by stereopticon views. In referring to the sewers of the city he said in part:

"The average density of population in Rochester is 16 per acre; its mortality, 14.66 and the average annual rainfall for the past thirty years is 34.82 inches. On January 1, this year, we had 75 miles of stone sewer, 3.5 miles of brick, 131.5 miles of pipe and one-half mile of wood and iron. Adding the East and West Side trunk sewers we have a total of 228.4 miles.

"The most important outlet, and the one serving the most territory, is the one known as the East Side Trunk Sewer, skirting the eastern and northern boundaries of the city. Its territory comprises over 4,000 acres, and it ranges in size from 3 to 9 feet in diameter and is a little over eight miles in length, the first two miles being in tunnel 8 feet in diameter and its discharge through a 36-inch iron pipe down a nearly vertical river bank 164 feet in height to a point below the level of the water in the river. It cost, with its overflows, about $1,000,000.

"Five storm water overflows are contemplated in the design but only two have been built as yet. The rock underlying the entire city, and which is found at depths of from one to fifteen feet below the surface, determined the character of our first sewers, which from 1835 to 1859 were all built of stone. At this time pipe sewers were first laid and stone continued to be used for the larger sizes until about ten years ago when

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brick was adopted. The all pipe sewers are laid in concrete which allows a much better construction and prevents the entrance of roots through the joints that in time completely fill the pipe.

"All sewers are laid in perfectly straight lines from manhole to manhole, and all junctions are made with curves. In pipe sewers the curve is entirely in the manholes, the invert being made with half section junction invert pieces laid the same as the pipe. In sewers that are easily accessible curves are made with ten to fifteen feet radius with a manhole at one end of the curve. The manholes are placed generally not more than 300 feet apart. Nothing but Portland cement is used."

Rochester Pavements.

He then gave the following statistics of city pavements:

"We had in Rochester on January 1st of this year 9.17 miles of Medina block stone pavement, 21.7 miles of common Medina stone pavement, 46 miles of asphalt pavement, 7.35 miles of brick pavement, 25.25 miles of macadam pavement, 15.35 miles of gravel pavement, 1 mile of cobblestone pavement and 0.71 mile of cedar block pavement; making a total of 126.36 miles.

"The first brick pavements were laid in 1890. Of the 46 miles of asphalt pavement 27 miles are laid with lake or land Trinidad, 11 miles with Sicilian and German Rock, 6.8 miles with Vulcanite and 1 mile of asphalt block. The Vulcanite is no longer laid, and asphalt block is seldom laid on account of the expense.

"Asphalt pavements were first laid in Rochester in 1885, and the first general repairs were made in 1897 when the cost was 4.2 cents per square yard of surface maintained. The cost since this time has been as follows: In 1898 it was 1.87 cents; 1899, 1.67; 1900, 2.00; 1901, 3.00, and this year it will be about 4.50 cents.

Street Railway Improvement.

R. E. Danforth, assistant general manager of the Rochester Railway Company, read a brief paper on "Street Railway Systems." He said that it had been demonstrated in this city that it was not practicable to lay asphalt pavements close to street railway tracks on account of expansion and contraction of the pavement and the steel rails, producing cracks which admitted the entry of the frost which ultimately destroyed the pavement. He said the present method in vogue in this city of laying a block pavement between the tracks and two feet outside was the proper one. He said that one of the great improvement made by the Rochester Railway Company was in the smoothness of the running of the cars. This was accomplished by the welding of the rails. The rails were welded by electricity so perfectly that it was almost impossible to discover the place where the joint was after the work was done.

J. E. Putnam, electrical engineer, read a paper, illustrated by stereopticon views on "Examples of Improved Electrical Conditions in Track Returns." He said that by the adoption of heavier rails by the Rochester Railway Company and a more perfect system for the return of the electric current to the power house the destruction of water pipes and other underground iron work by electrolysis was greatly reduced. He gave several graphic illustrations of experiments made on various streets of the city, showing a marked improvement in this respect in the last two years.

A number of esteroepticon views of Rochester bridges, streets and pavements were then thrown on the screen and briefly explained to the visiting delegates by Commissioner of Public Works McClintock.

These views were followed by a number of scenes in Seneca Park East and Genesee Valley Park, which were explanned by Park Superintendent Laney.

Park Building.

The paper which perhaps was of the most general interest was read by G. A. Parker of Hartford, one of the most eminent authorities on public parks in the country. It was in the shape of a report of the committee on park development and park improvement. Mr. Parker said among other things:

"A park is as much a construction as a city hall or a bridge. The idea that a park is a piece of ground outdoors which can be worked much as a farmer works his land should be exploded, and cities should understand that when they undertake to build a park they have undertaken a work of a similar character, of as great importance, fully as difficult and intricate as building a magnificent city hall. The city offices can be housed in a barn which might be called a city hall, but it doesn't help the credit or give character to the city. So any old piece of ground can be called a park, but only to the city's disgrace. Any piece of ground can be made into a park, and I care not what its condition is, yet until it is so made it is no more a park than a pile of lumber and bricks is a palace.

"If a park was a construction which reared itself into the air as a building does, or suspended itself across space like a bridge, it would be at once recognized as such, and the necessity of science and art and money and skill in its building would be acknowledged. It is no less a construction than the bridge and the building, even if it lies flat on the earth, and yet we are so used to seeing the ground and trees growing spontaneously and naturally from the land, and the farmer and gardener, by plowing and planting, producing their crops, that it is hard to realize that the park differs from all this, especially as hard as groves of large trees which are not disturbed are always desired and selected whenever they can be obtained, but, nevertheless, it is true that parks in the science and art of their designing and mission in skill and methods of construction and care and in every other [illegible]

Grounds Around Private Houses.

"Another habit of the people which blocks the way to realizing the need of park construction and care is the consideration usually given to grounds around the homes of ordinarily well to do persons in what is called the residential sections of the city. Usually little attention is paid to the ground until the house is nearly completed, then the grader is called in, who recommends a nice crowning grade from the house to the sidewalk." The nurseryman suggests the planting of angles or borders, a walk is added, many times great efforts are made to have it curved when a straight one would be a hundred times better; trees are planted on the street line and one or two on the lawn, and the grounds are completed, with a tendency toward ornateness instead of the greater charm, simplicity. The owner has usually spent more than he expected on the house and desires to economize on the grounds. A hundred dollars or less is the sum often mentioned as the limit. All this means a low grade of work, want of thoroughness in the doing, and lack of satisfaction in results. It sets a low standard for the ideal. Now, if the builders of homes would recognize from the beginning that the grounds must cost as thorough work from one-tenth to one-fourth what the house itself costs, and that they will cost as much to furnish as the average cost of furnishing a room inside, then the owner would find in this outdoor room of his home the satisfaction and contentment which ought to come from it. He would always have a library of nature's writings at hand where a new and beautiful book would open for his pleasure every day. He would have an outdoor art gallery filled with pictures of the most beautiful colorings, with statues of a most exquisite form, and besides that, and more in line with the purpose of this paper, his knowledge and appreciation of the best at his home would lead him to expect and demand the best for the rest of his city.

"I am not trying to give this work due prominence but to have it rank where it belongs as it must, if it is to reach success. As it depends on the engineer for its information of determining and estimating its work, and has many problems to solve equally as difficult and important as those connected with streets, sewerage, and water, it should be classed with engineering. As it is a structure and has to be built with a wonderful amount of adjustment of detail, with a plan to predetermine what must affect afterward decide its lines of development, so it should be classed with architecture. As it seeks to improve and give strength to the souls of mankind it should be called one of the arts.

Area Set Aside for Parks.

"One-twentieth of the city's area should be reserved for parks and squares. A playground should be allowed at least 200 feet square to every square mile, and in densely populated sections, more than one. Four other small squares should be allowed to the mile of at least half an acre each. A thousand acres would then be divided as follows: 300 acres in playgrounds and squares, 40 acres for large parks, 100 acres in streets and alleys, 5 acres in school grounds, etc., 155 acres for public purposes, 350 acres for private ownership.

"Does 15.5 per cent seem a large proportion to give up to public uses? Yet one-third of the cities already exceed that amount, and it is probable that if 20 per cent—one acre in five—is devoted to public use, it will go far toward preventing overcrowding and make the other four acres more valuable. Already 22 cities in the United States have one acre in twenty devoted to park purposes, or more than that.

Architect of Cities.

"In conclusion, let me say that a new field of labor, a new profession, is fast opening, an architect of cities. By this I do not mean an architect for its buildings, but for the construction of the city as a whole, the determining of the relative proportions and locations of its different functions. This is not a call to lay out new cities, for it is the people and not the land that make the city, but a call for a man who has the capacity to take in the existing conditions with the possibilities they present. Ruskin says, "Architecture does not begin until the utility of the structure has been provided for;" so the architect of the city has no call until the city itself has been established, and while building the city remembers that the arts are but different methods of expressing the love of the Creator for his creatures, of man toward his fellow being, and this art will be no exception. Also do not forget that while nature does much, she does not make parks inside the limits of a city of one hundred thousand population, however profuse she may be in distributing them throughout the country."

This ended the literary programme for the evening. Committees on nomination and place of meeting were then appointed, and resolutions expressing the sympathy of the society to the family of Superintendent Hotchkin were adopted.

It was announced that on account of the funeral of Mr. Hotchkin the business session of the convention which was scheduled for this morning will be postponed until 2 o'clock this afternoon. The tally-ho ride which was to have been taken this afternoon will be taken this morning, starting from Powers Hotel at 9.30 o'clock. Commissioner McClintock announced that a steam launch of the state engineer's department had been placed at the disposal of the delegates, and that as many as chose might take short trips to points of interest on the canal by calling him and making ar-

TO-DAY'S PROGRAMME.

Morning session, 9.30 a. m.

Report of committee on sewerage and sanitation by A. P. Folwell, chairman, consulting engineer, Easton, Pa. Subject, "Municipal Sanitation."

"Residential Septic Tanks," by Burton J. Ashley, C. E., Chicago, Ill.

"The Biological System of Sewage Disposal," by John N. McClintock, C. E., Boston, Mass.

"Sewer Maintenance: Under Whose Supervision and Why?" by John H. Emigh, City Engineer, North Adams, Mass.

"Practical Operation of Sewage Purification Plants," by John W. Alvord, consulting engineer, Chicago, Ill.

"Description of Interesting Sewer Construction in Brooklyn, N. Y.," by Henry R. Asseroz, C. E., Brooklyn.

Report of committee on disposition of garbage and street cleaning by John H. Emigh, chairman, City Engineer, North Adams, Mass.

Paper on "Street Cleaning," by J. Herbert Grant, C. E., Rochester, N. Y.

Report of committee on city government and legislation by John Sterling, chairman, Burlington, Iowa.

Election of officers and selection of next place of meeting.

The afternoon will be occupied by a tally-ho ride to view points of interest in the city of Rochester, including some of the good roads built by the state of New York. The evening will be occupied by a banquet at Powers Hotel.

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HOW TO MAKE A CITY SANITARY

REMEDIES FOR EXISTING EVILS DISCUSSED.

SUNSHINE AS A GERMICIDE

The Most Effective Known, Says A. P. Folwell, of Easton, Pa., in Interesting Paper Read Before Society of Municipal Improvements.

As had been arranged Monday, the business meeting of the American Society of Municipal Improvements originally scheduled for yesterday morning was opened in the afternoon at 3 o'clock. At 9:30 o'clock in the morning the delegates, with their wives and friends, gathered at the Powers Hotel and were taken in tallyhos about the city. They were driven out Plymouth avenue, going as far as Elmwood avenue. Returning through Monroe avenue and East avenue, they crossed Main street and went north to the Driving Park avenue bridge, passing through some of the most interesting parts of the city on both sides of the river.

Promptly at 3 o'clock the business meeting in the Chamber of Commerce was called to order by the first vice-president, Charles H. Rust, and the first paper on the programme read. This was the report of the committee on Sewerage and Sanitation, by A. P. Folwell, chairman of the committee, consulting engineer of Easton, Pa. The subject of the paper was "Municipal Sanitation." It follows in part:

"The collection of vital statistics is given more attention in Europe than in America, but our cities are moving rapidly into line. Most of our large cities require every physician, midwife, undertaker and clergyman to make returns to some public officer of all births, deaths and marriages at which they have served, and, also, that physicians report immediately all cases of communicable diseases. In many cases fear of isolation or of quarantine prevents the report of sickness.

Typhoid Fever in Rochester.

"Rochester reports for 1901 thirty-one deaths from typhoid fever and only 102 cases, or a fatality of 30 per cent, while the average for the past five years is 25 per cent. and the general average is 10 per cent. Rochester physicians, therefore, seem to be peculiarly unskilful in treating this disease or else delinquent in reporting cases.

"Now, it is the sanitarian's part to prevent rather than cure diseases; consequently, the records of cases of sickness are more important to him than those of deaths, but are often incomplete for contagious diseases and altogether lacking for all others. Would it not furnish very important data to the sanitarian if every case of sickness were reported to him? A copy of the city map constructed for each disease, in which case is indicated by a dot, would undoubtedly be of great assistance in detecting local causes.

Unsanitary conditions are created by the smoke nuisance, by the odors from some chimneys, by exposed excrement by flooded urban land, by anything which totally excludes direct sunlight from a dwelling and by nerve-wracking noises. The smoke nuisance seems to be especially troublesome, while the public needs awakening to the importance of sunlight as a healthpreserver and to the effect of jarring noises in producing nerve disorders and, through the nerves, aggravating many others.

Inadequacy of Ordinances.

"The most common method first tried by most cities is that of placing an ordinance on the books, and it has been proved commonly inefficient. Probably the greatest success has attended moral suasion combined with eternal vigilance, moderation and common sense. In this as in other reforms the public must be educated to expect better results and then the owners must be made to feel the popular displeasure of detecting and publishing the names of offenders. This method rather than spasmodic prosecution has proved most successful.

"One of the evils of a smoky atmosphere is the excluding of sunlight. Another cause of darkness, dampness and dirt is the height of modern buildings. In hundreds of buildings in many of our large cities are office rooms, sales rooms and sleeping rooms, which have never received one ray of direct sunlight. Darkness, dampness and dirt are the ideal conditions for the preservation and dissemination of many, if not all, species of disease germs. Sunshine is the most effective germicide known. Not only germ diseases, but afflictions of the eyes and nerves, with probably many others, can be traced to such conditions as their cause.

"The rule which has been adopted in London that no building shall be so high as to rise above a line drawn at an angle of 45 degrees with the horizontal from the base of any building opposite either its front or its rear, and I believe that the violation of this rule must in the near future cause weak eyes, pale cheeks, consumption and generally lowered vitality in large numbers of the clerks and business men of our largest cities.

Food Inspection Important.

"Food inspection is another preventive action. Few of the adulterations used are injurious to anything but the pocketbooks of healthy adults, but infants and invalids may receive great harm from so-called emulsifying or preservative substances. Diluted milk may also be injurious, especially to infants by causing [illegible]

full amount of nourishment. [illegible] There seems to be no relation between the number of food inspectors employed and the population. Rochester employs twice as many as Newark, for instance, although having only two-thirds of the population, and New Orleans three times as many as Philadelphia, whose population is more than four times as great.

"The disposal of the dead by cremation or by burial and the location of the burial ground are important subjects. The burial of New York's dead requires annually about fifty acres, or a square mile every twelve years. In view of this the question of cremation may well be considered by large cities where the cemeteries must ordinarily be situated several miles from the centers of population. There are certainly arguments in favor of substituting the crematory for the potter's field. There were twenty-six crematories in operation in the United States in 1901 and the number is slowly increasing. In the last quarter of the Nineteenth Century there were 13,281 bodies cremated in this country. Even now, however, not more than one-fifth of 1 per cent. of the dead are cremated in the United States.

Value of Public Markets.

"The providing of public abbatoirs and markets and the proper regulation of them will go far towards insuring the people against decayed or stale vegetables and meat, 'boy' veal and other unhealthful kinds and conditions of food. More than 100 cities of the United States own their own markets and more than fifty of these have a population of less than 50,000. The South shows more in proportion to the total number of cities than any other part of the country. While the smaller cities may not be able to afford the public buildings, neither can they afford to do without careful and frequent inspection of all private slaughter houses and markets. A health officer, generally under the direction of the local Board of Health, is in most cases the agent of inspection.

"Public fountains and drinking stations, the latter especially, are now considered a necessity in all large cities and many small ones find them worth while. The cooling effect of a fountain in a small city park in a congested district may mean increased health and even life to many a child and invalid and render existence more tolerable to many a healthy adult, while the restful effect of splashing water is particularly soothing to nerves wearied of the city's jarring noises.

"Drinking fountains for horses, cattle and dogs are even more necessary in cities and towns of all sizes than for man. Information concerning the amount of water required to maintain these and possible methods of preventing waste, the best location for them and the number required, the supplying of both ordinary and iced water to human beings and the automatic cleaning of cups used—these and other points will reward investigation.

Public Baths Increasing.

"Public baths are of late becoming a more common municipal institution. A few of the cities that have them are Boston, Mass.; Fonda, Yonkers and New York city, N. Y.; Newark, N. J.; Pittsburg, Chicago, San Francisco. In Boston public school baths are provided and are compulsory where the need for them is evident. In 1900 thirty-six cities of the United States had public baths either all the year or during the summer.

"In Buffalo, Rochester and Philadelphia, probably in other cities too, are public wash-houses for the convenience of the poor, whose contracted living quarters do not admit of washing in them. Both public baths and public wash-houses assist in cultivating that personal cleanliness which must go hand in hand with perfect municipal cleanliness.

"In our larger cities, latrines, or convenience stations are a necessity which is but poorly met. Most of the large parks have such stations, but in the business districts where thousands congregate daily, the saloon or hotel for men and the larger dry goods stores for women are looked to to furnish as a convenience (which the sensitive person feels should be paid for by perhaps unwished-for beer, a cigar or some ribbon) what the city should provide for all as their right. European cities are far ahead of us in this respect, although we would not be satisfied with the regard paid by them to more or less conventional modesty.

"New York has made a beginning of supplying such stations underground in the business district. The home water closet for the cellar, basement, or under the back stairs has been pretty well abolished. While the underground municipal closet is better than none, it would seem that the same arguments which were advanced against the dark closet would hold against the public one."

New System of Sewage Disposal.

The next paper read was by John N. McClintock, C. E., Boston, Mass., brother of J. Y. McClintock, Rochester's commissioner of public works. His subject was "The Biological System of Sewage Disposal." The paper follows in part:

"It is only a score of years since Amasa S. Glover (in 1883) proclaimed to the world the liquefaction of the solids in sewage by bacterial action and a chemical process, and the escape of the water in a practically pure condition from properly built receptacles; and it is only seven years since he told the public how to care for the sewage of a community without offense of any character by combining the aerobian action of bacteria in the filter-beds with the anaerobic action previously obtained in his liquefying tank.

"It is now more than two years since I called the attention of the members of this society to the Glover system of sewage disposal. During the time that has intervened since the meeting at Milwaukee, the art of sewage disposal by the combination of septic action and filtration has come to be recognized by the engineering profession and the public generally as of great value. In many respects it is the most wonderful and valuable discovery of modern times, because it solves the important municipal problems of sewage disposal and water purification.

"It cures for the cities at a large [illegible]

the pollution of brooks, rivers and lakes, whose water may be used for domestic purposes. It prevents the gradual filling up of harbors and channels with most obnoxious and offensive material. It permits the restoration of the game fish to the rivers of our country. While disposing of the offensive material of the sewage, it destroys all the germs of contamination and disease so dangerous to the human race. It permits all this to be done in a scientific and inoffensive manner, and beneath the surface of the ground.

"This means that a city or town, whether on the coast or in the interior, can care for its sewage within its own territory and not render the district of purification an unsanitary one; that its own air and water may be untainted, and that it may pass along these life-giving elements to its neighbors as pure as when received from the firmament above.

"Last year I put in a small plant to care for the sewage of a private residence near Boston. It had not been touched, nor did I visit it again until this summer, when I accompanied an Investigating Committee of the Massachusetts Legislature to the works.

"We raised the solid iron cover of the septic tank and detected no offensive odor until the crustlike surface of the sewage was disturbed by investigation made as to solid matter deposited in the tank. We could not detect any solid matter. The cover was replaced and the anaerobic bacteria were left to perform their functions of disintegrating and liquefying the solid matters of the sewage. We next visited the well that receives the effluent from the secondary filter bed of the system and drew water from it as clear and sparkling as from a mountain spring."

Several who were to have read papers were not present. In most cases, however, the papers had been prepared and sent to the secretary. They will be incorporated in the annual report. Of such papers are these that follow: "Residential Septic Tanks," by Burton J. Ashley, C. E., Chicago; "Practical Operation of Sewage Purification Plants," by John W. Alvord, consulting engineer, Chicago; "Description of Interesting Sewer Construction in Brooklyn," by Henry A. Asserson, C. E., Brooklyn; report of Committee on City Government and Legislation, by John Sterling, chairman, Burlington, Ia.

Sewer Maintenance Discussed.

"Sewer Maintenance, Under Whose Supervision and Why?" was the subject of the third paper of the afternoon, given by John H. Emigh, city engineer, North Adams, Mass. In part he said:

"The object to be sought in the maintenance of sewers is to provide at all times for an unobstructed flow of the sewage, to prevent solid matter from lodging along the main line or its laterals and to secure good ventilation. Neglect of the first is likely to result in a set back into house fixtures and an overflow at their lowest outlet. Neglect of the second leads to decomposition and the attendant offensive and dangerous gases, and neglect of the third to increased pressure of those gases until they are forced through the house traps and into residences. Only about one ounce pressure per square inch is sufficient to force the seal of an ordinary house trap, and I suppose there are many residences in all cities where the plumbing has been done according to the older methods and is practically without ventilation. This means that when sewer gas has once entered the house it has no means of escape other than through fixtures into the rooms.

"The manner of connecting house laterals with pipe sewers is a matter that belongs frequently to maintenance and is of considerable importance, especially if no Y has been provided in construction for the connection. Cutting an opening through the side of the sewer should not be allowed. Removing a length of pipe and replacing it by another that contains a Y branch is objectionable because, with any considerable men in the sewer or with the run turned on before the cement has had time to set, it is very likely to result in leaky places. Taking up three or four lengths of pipe, in order not to be obliged to cut away any of the bells in relaying, is open to the same objection.

Connecting Laterals and Sewers.

"I believe there is no better method than to excavate entirely around the pipe and encase it in brick masonry or concrete nearly to the top. Then, carefully cut the hole in the top of the sewer and join the lateral to this by a quarter of an inch bend, making sure that none of the smaller pipes extends inside the shell of the larger pipe. Continue the masonry to cover the joint made."

The statement made by Mr. Emigh that it was never well to cut an opening through the side of a sewer aroused some discussion. It was thought by some that to do this might be wise in certain cases.

The report of the Committee on Disposition of Garbage and Street Cleaning was given by Mr. Emigh. It was in the nature of an introduction to a paper which was not on the programme, but which was read by Mr. Emigh. It was on "City Refuse Disposal" and was prepared by Earnest Adam, of Newark, N. J.

The paper on "Street Cleaning," which at first was assigned to J. Herbert Grant, of this city, had been reassigned to Colonel Francis G. Ward, commissioner of public works, Buffalo. It was not received.

A question was asked as to the advisability of using oil to lay dust on macadam roads. Discussion of this was interrupted, but the idea was discouraged by one of the members who had seen the experiment made. The oil and mud, he said, stuck to the wheels of the wagons and the horses' hoofs and in this way holes were made in the road. He did not know how it would be on macadam road where the soil was sandy.

Officers and Meeting Place Chosen.

The last item of business was the choosing of the place of next year's meeting and the election of officers. The committees on Place and Nomination reported and their reports were adopted. Buffalo, Montreal and Indianapolis were the places that had been suggested. The Committee on

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Press Committee, Richmond Hill.

The officers for the coming year are: President, Charles H. Rust, Toronto, Canada; first vice-president, G. M. Ballard, Newark, N. J.; second vice-president, A. P. Folwell, Easton, Pa.; third vice-president, Edward D. Lasslin, Indianapolis, Ind.; secretary, George W. Tillson, Brooklyn; treasurer, F. J. O'Brien, Oswego, N. Y.; members of the Finance Committee, Emmet J. Steece, Burlington, Ia.; Frederick Giddings, Atchison, and J. M. McCartin, Birmingham.

Six applications for membership were received and accepted.

Reception and Banquet.

In the evening a banquet was held at Teall's Hall, East avenue, at which 128 persons were present. An informal reception was held from 6:30 to 7 o'clock, after which dinner was served. The Committee on Entertainment was composed of J. Y. McClintock, W. C. Barry, H. H. Rich, G. F. Roth, T. J. Neville and E. R. Foreman.

Grace was said by Rev. J. F. W. Helmkamp. At the close of the dinner, Edwin A. Fisher, city engineer and president of the society, spoke briefly. Hon. William A. Sutherland, corporation counsel, presided, and the toasts that follow were given: "Rochester," Mayor Bodenbeck; "Rocks in the Road," by Rev. Clarence A. Barbour, D. D.; "Legal Limitations," by Nelson P. Lewis, chief engineer, Board of Estimate and Apportionment, New York; "Coming Cities of the Century," by George H. Benzenberg, consulting engineer, Milwaukee; "Municipal Improvements and Business," Lewis P. Ross, Rochester; "Underground Work," by Hon. William W. Armstrong.

Dr. Barbour in his address spoke of some of the prominent weaknesses in municipal government. He quoted authorities who, after considering American system, had declared that the American failure lay in the government of American cities.

"The first great rock," said he, "in the road of the proper administration of the affairs of our cities is that of unjust and unwise and inequitable revenue production. Let us take it first in the matter of tax evasion and, inequitable assessment. There is no one thing that so tends to stultify the minds of our officials and business men and sear their consciences. This is a club which is held over the heads of the property owners of the city by those who wield political influence."

Taxation of Church Property.

"Exemption from taxation is another abuse which has reached enormous proportions. It is a practice, the righteousness of which I very much question. I question the righteousness and justice of exempting church properties from taxation. The principle of it is wrong and it has given rise to very great abuses. The church should be supported by voluntary contributions, but, by its properties being exempted, those who do not go to church and many who do not believe in churches are really made indirectly to aid in their support.

"Again, I believe that partisan politics is another big boulder in the way of progress and the best welfare of our cities. I do not believe we shall have an ideal state of affairs until candidates are nominated who will not run under the emblems of any political party.

"The next rock I wish to speak of is that of indifferent and selfish citizenship. We are governed by representatives, and often our citizens know very little and care very little about them. There are many who care so little that they will not even make the effort to go to the poles and vote.

Senator Armstrong was the last speaker of the evening.

To-Day's Programme.

Theater tickets for plays last night were provided the ladies who are in the city with delegates. This morning they will be taken in automobiles from the Powers Hotel, at 9:30 o'clock, to the car barns of the street railway company. They will then have the use of the president's private car and will be taken to Charlotte, across the river and back to the city on the east side. To-morrow morning those of the delegates who wish it will be taken over the new roads that have been built about Rochester, by those who have had charge of this work.

The reading of papers and transaction of business will be continued throughout to-day and during the evening. There are still many reports to be given and papers to be read.

MUNICIPAL OWNERSHIP

Detroit Man Says It Is of Local Origin in Every Case.

Result Depends Upon Citizens, Says Speaker to Delegates of American Society of Municipal Improvements—Electric Lighting and Road Construction Under Discussion in Closing Sessions.

The third and last day's session of the ninth annual convention of the American Society of Municipal Improvements were given up in the main to discussion of the general principle of municipal ownership and its application to electric lighting, and the question of good city streets and good country roads. Interesting and suggestive papers were presented and the subjects were offered to the convention for a general discussion that was productive of many suggestions and ideas.

Three sessions of the convention were provided for by the programme, but these were combined into two, owing to the absence of Senator Earle, of Michigan, a man noted for his interest in the cause of good roads, the programme for the evening was shortened to two numbers. It was thought advisable to present these at the afternoon session, and this was done, giving the delegates an opportunity to accompany this series to the theaters, tickets to which had been provided the ladies.

Another pleasant scheme of entertainment for the ladies was provided through the courtesy of the Rochester Railway Company. The ladies were taken in automobiles from the Powers Hotel to the car barns on State street. Here the buildings were opened for the inspection of the visitors, after which they were given a ride to Charlotte on the line on the west side of the river, and after crossing the ferry were brought back to the city on the Summerville line.

When the hour at which the convention was to draw to a close arrived, it brought with it a feeling of entire satisfaction on the part of the numerous municipal representatives in attendance, that seldom, if ever, has an annual convention been attended with greater success or been more important in the wealth of the suggestion which has characterized the sessions from first to last.

It was felt that the object of the society has certainly been fulfilled, namely, the dissemination of information and experience upon and the promotion of the best methods to be employed in the management of municipal departments, and in the construction of municipal works.

Electric Lighting of Municipalities.

The first thing to be brought to the attention of the delegates yesterday morning was the report of the Committee on Electric Street Lighting, which was presented by the chairman, Charles H. Rust, city engineer of Toronto, Canada. The speaker presented a carefully compiled table of statistics relative to the cost of electric street lighting in the towns and cities of fifty-one states and territories. In concluding his report, Mr. Rust said:

"In the interest of citizens, municipalities in granting franchises for street lighting should use great care in not extending the franchise for too long a period, and in all the street railway company. They will then have the use of the president's private car and will be taken to Charlotte, across the river and back to the city on the east side. To-morrow morning those of the delegates who wish it will be taken over the new roads that have been built about Rochester, by those who have had charge of this work.

The reading of papers and transaction of business will be continued throughout to-day and during the evening. There are still many reports to be given and papers to be read.

large cities should insist upon the wires being placed under ground, particularly in the central districts. The lamp posts should be of iron and of the most improved design, and all the work should be done under the direction and approval of an electrician to be appointed by the corporation. Frequent tests should be made for the purpose of ascertaining if the lamps are giving the light provided for in the agreement.

"It would be in the interests of the citizens if all street lighting plants were owned by the municipality, but when the street lighting is carried out by a private corporation the city should receive a percentage of the gross receipts.

"A large number of cities and towns in Europe now own electric lighting plants and we believe that the lighting of the streets could be done more efficiently and more economically by the municipality than by a private corporation, provided party politics could be eliminated from our municipal governments."

Municipal Ownership.

In connection with the foregoing report, the chairman read a paper contributed by Alexander Dow, who was instrumental in securing a trial of the policy of municipal ownership of electric lighting plants in the city of Detroit. Mr. Dow remained in charge of the city's plant until he felt that the workings of the various political parties influenced the direction of the management to an extent that was unwise. In pursuance of his conviction, Mr. Dow resigned from the management of the plant.

The paper as contributed by Mr. Dow was divided into three main sections, in the first and second of which were discussed the methods of lighting and the cost of maintaining an adequate municipal plant. In the third division his attention was devoted to a discussion of the question of municipal ownership as a public policy, and in this connection the following was suggested in the paper:

"I suppose it is because of my experience under both municipal and private ownership that an expression of an opinion from me on this subject is worth asking for.

Failure Due to Local Causes.

"Municipal ownership has been a failure in every case, but in no case has the failure been due to municipal ownership as a principle. The failure has been due entirely to local causes. Municipal ownership has been a success in every case, but in no case has the success been due entirely to municipal ownership as a principle. The success has been due entirely to local causes.

"The reason why a municipality should not successfully own and operate its own public lighting plant. It is possible to take each case of municipal ownership and to say definitely why it is successful or why it is a failure, as the case may be; and in each and every case the cause of the failure is local. It is even possible to take instances of failure turned to success and of success turned to failure and to assign the local reason for the change. Without exception, in the final analysis, success has been due to the personality of the man or men in control.

"When you find a capable electrical engineer giving his time to the management of a municipal plant, either by reason of his public spirit or because he is paid a sufficient salary; when you find that this man controls the plant and the employees thereof, free from interference of well-meaning bunderers as well as of self-seeking politicians—there you will find a plant which is making a record creditable to municipal ownership. Under contrary conditions the failure is inevitable.

"It makes little difference whence comes the interference with the engineer who should control the plant and who should be held responsible for results. A politician who has an ax to grind, or a heeler for whom a job is wanted, is not one whit more detrimental than is the excellent intentioned commissioner who has been to Boston—or some other seaport—and has seen dynamos driven by motors and who insists, in and out of season, that in the motor drive lies the only way of salvation. Or who, having read, marked and inwardly digested the advertising matter of a manufacturer making a new kink in arc lamps (or it may be of automatic stokers) nags the other members of his commission until they let him try his momentary fad at the expense of the public. That sort of man sometimes appears in the directory of an electric lighting company, but he does not last long. His associate directors are much less acquiescent when the money they are spending comes directly out of their own pockets and not from the tax levy.

Result Rests With Citizens.

"I think that when our citizens will take as much interest in the affairs of the municipality as they do the affairs of the corporation in which they hold stock, municipal ownership will inevitably succeed. Remember that the intelligent stockholder is not by any means the man who worries his directors and manager constantly about matters which he does not understand. The truly intelligent stockholder is the man who, having to the best of his ability selected good directors and a good manager, lets the men so selected severely alone and looks to them only for results. Otherwise stated, the matter resolves itself into the truism that an enlightened public spirit among citizens at large is the sine qua non of perfect municipal government.

"The foregoing is my expression of opinion as to the possibility of successful municipal ownership. The advisability even of success on such lines is a problem on which I am not yet ready to express myself. I, like many others—like some of you—and still more like your sons who are growing up—find that individual opportunities are already none too numerous. I question whether it is well that any industry that has grown rapidly under the stimulus of individual interest should be changed over to that condition where the bondholder who is protected by the entire wealth of the municipality should be substituted for the stockholder whose individual savings are invested in a local enterprise, or where the municipal officer with fixed compensation and with unfortunately too little prospect of promotion, should take the place of the active manager who feels that his annual accounting to his interested stockholders will bring him promptly the approbation and the reward which he has deserved.

Subjects That Didn't Fill.

Two subjects scheduled for discussion yesterday morning were not presented, the speakers finding it impossible to be present. These were: "The Economic Theory of Municipal Lighting," by Nicholas S. Hill, Jr., consulting engineer of New York city, and "Electrical Government," by A. S. Hatch, president of the International Association of Municipal Electricians, Detroit.

The programme included in the list of subjects for the morning session a paper on "Specifications, Testing, Installation and Care of Water Meters," by the late George A. Hotchkin, superintendent of waterworks, of this city. This paper will be incorporated in the published report of the convention.

The report of the Committee on Waterworks and Water Supply was presented by George H. Benzenberg, consulting engineer of Milwaukee. After an extended and interesting discussion of the two reports the convention took a recess until the afternoon session.

Last Session of the Convention.

The afternoon session was opened at 3 o'clock, and with it the annual meeting of the society closed. Mr. Fisher, who presided, read letters that had been received. One was from Senator Earle, of Michigan, saying that he would be unable to be present to give the address on "Good Roads, Twice as Long at no Extra Cost; If Free of Politics, Illogical Theories and Too Technical Engineer," which he was to have given in the evening. Letters were received from the Rochester and Bell telephone companies, inviting the members of the society to inspect their exchanges.

Immediately at the close of the reading of the communications, the reading of papers was commenced. No paper had been received from Professor A. N. Talbot, chairman of the Committee on Review, who was to have given the committee's report, and as he was not present the report of the Committee on Street Paving was given by Nelson P. Lewis, chairman, chief engineer, Board of Estimate and Apportionment, New York city.

Mr. Lewis referred to the composition of the programme for the afternoon and evening and drew attention to the fact that in this convention, unlike those of former years in this respect, the greater number of the papers dealing with the making and maintaining of roads and streets were on the general subject of good roads. Continuing, he said in part:

Good Roads in the Country.

"Whenever suburban districts are added to our cities there is immediately presented the problem not only of maintaining such improved streets or roads as the new territory may possess, but the extension of those improvements on a scale suitable to the needs and requirements of the community. The urban resident, too, is not content to be limited to the paved streets of his own town and to flounder in a sea of mud or be covered with dust whenever he attempted to leave them. He wants good roads leading out into the country on all sides, while those who supply his table with garden truck produce must have good roads on which to transport it.

"The prosperity of a city and the comfort of its citizens can be truly said to depend upon the character of the highways leading out of the city as well as upon that of the street upon which the lives or those which he traverses in his daily duties.

"It is time, therefore, that the subject of roads, as distinguished from city streets, a subject which has thus far been neglected in our meetings, should receive the consideration which its growing importance merits. The building of a system of roads to connect different cities and towns, if left to the initiative of the towns themselves, would be almost impossible of consummation. The state alone is capable of planning and executing such an improvement. It is advisedly called 'an improvement,' for it should be complete in itself and result in unifying the commonwealth as nothing else could do."

Paper by State Engineer Bond.

Hon. Edward A. Bond, state engineer and surveyor, Albany, was the next speaker. His subject was "Work of the New York Highway Commission." In view of the many roads that have been and are being improved about Rochester, this is a subject that is attracting more than usual attention at this time. Introduced into the programme at the convention was the note that follows:

"The subject of good roads under this committee is of special interest in this city, as the state of New York at the present time has twelve roads, or sections of roads, now under contract in this county, and near to the city, ten of which are being worked, amounting to forty-eight and one-half miles; six roads in this vicinity, amounting to fourteen and one-quarter miles, have been completed, making a total mileage of sixty-two and three-quarter miles, under construction by the state of New York, of sixty-two and three-quarter miles. In nearly every instance these roads start at the end of trolley lines and are thus available for inspection by any who desire to do so."

Mr. Bond's address follows in part:

"Up to the present time the state has appropriated for the building of highways under the Higbie-Armstrong act $1,405,000, and this money has been expended in the construction of 121 roads in twenty-three counties of the state, covering 355 miles. In addition to the money already appropriated by the state, on October last nineteen counties had voted their half of the money for the construction of an additional 214 miles of road, half of the cost of which was estimated to be $834,727.50, making a total of 177 roads in twenty-four counties, covering 569 miles. It is my belief that before the adjournment of the next Legislature the amounts voted by the different boards of supervisors of the several counties of the state will reach $1,500,000.

Work in Other States.

"Up to the present time the states which have shown the most activity in the permanent improvement of highways are Massachusetts, New Jersey, Connecticut and New York. By the latest annual reports at my command, I see that Massachusetts has constructed 480, New Jersey 642 and Connecticut 108 miles, making a total of 1,230 miles for those three states. The true valuation of these states is five billions of dollars, as compared with New York's valuation of eight and one-half billions.

"As heretofore stated, the state of New York has an area of upwards of 50,000 square miles, within which there is roughly estimated to be 75,000 miles of highways. By careful analysis of the situation, it has been found that about one-tenth of the highways are what would be termed important thoroughfares or those which should first receive permanent improvement.

"For the last half of the past century our minds have been occupied by the construction of a complete system of railroads throughout all the states of the Union, and the building up of large manufacturing interests of various kinds. From De Witt Clinton's time until recently the people of our state have been more or less absorbed in the question of the improvement of our transportation facilities by means of canals and various waterways.

Problem of the New Century.

"The new century, however, is bringing us face to face with new conditions. The state of New York contains the largest city in this hemisphere; and in addition to this, we have throughout the state upward of twenty cities of a population of more than 20,000 each, with wealth and intelligence unequaled in any other country in the world; and at this time many great minds both in the business and religious divisions of the country are centered upon the effort of solving the problem of the differences between labor and capital. This truly is one of the most important questions to be solved in this or any other country.

"The query now is, if the permanent improvement of the highways of our state is not one of the means of settling or at least helping to adjust this difficulty. The location of large aggregates of capital at any one point either in the commercial, manufacturing, or any other line requires improvement, tends to the congestion of population at the points and heretofore has resulted in a poor system of tenement houses which invite danger at least to the moral sentiment of the community. This cankering influence upon the young is of such vital importance, that the means to offset it cannot be lightly thrown aside.

Influence of Good Roads.

"The highest type of mental culture and development throughout country districts cannot be obtained without means of easy and rapid communication. There is no doubt that the railways and telegraph are the great modern civilizers of the world, and up to the present time have done more than any other one thing to permanently hold this nation together, but they are limited in their spheres of usefulness, because they do not reach the farm, the home, the country school house and the church. The common road is the connecting road between these. Without this good road the progress of the widespread civilization must of necessity be greatly retarded.

"The rural free mail delivery which is becoming so popular throughout the whole country would be extended by reasons of better roads. The greater part of New York state is so diversified and beautiful in natural scenery and surroundings that not only the wealthier classes but also the people of moderate means are led to select homes in the country and make them permanent; and no one thing tends more to increase the beauty and comfort of a rural home than a perfect highway which can be traveled through storm or sunshine with perfect safety, either by the ancient horse and shay, more modern turn-out of the well-to-do merchant or successful farmer, to say nothing of the indispensable bicycle or the elegant automobile, whether the latter be a 'White Ghost' or a 'Red Devil.'

Trend of Public Sentiment.

"My belief is that the time has passed when we need to cultivate public sentiment as to the necessity of improving the roads of our state. We have now reached a point where it is necessary to devise the ways and means for constructing them. In the last supervisors' annual convention, held in Albany, the advisability of issuing bonds of the state to the amount of $10,000,000 for the construction of highways was throughly discussed and it was unanimously voted that it would be advisable to bond the state for $20,000,000.

"It was shown at this convention that $10,000,000 would provide for substantially 1,250 miles of macadam highway and, on the basis of completing one-tenth of the roads in the state, namely, 7,500 miles, one-half miles; six roads in this vicinity, amounting to fourteen and one-quarter miles, have been completed, making a total mileage of sixty-two and three-quarter miles, under construction by the state of New York, of sixty-two and three-quarter miles. In nearly every instance these roads start at the end of trolley lines and are thus available for inspection by any who desire to do so."

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Money for Road Improvement.

"I predict that within the near future the money required for the annual expenses of our state government will be met by indirect taxation, leaving for the improvement of our public highways all of the income derived by the state from the excise money. This would give a fund of from $4,000,000 to $5,000,000 per year to expend in improving the highways of the state without creating any debt, and it has been suggested by wise statesmen that it would be well to amend the laws so that a given portion of this money could be expended within the limits of the incorporated cities and villages as well as in the rural districts, thus providing for continuous pieces of improved road throughout all sections of the state, the benefit of which can be enjoyed by the present generation.

"But, until the highway law of our state is so amended, we can with safety and propriety proceed under the Higbie-Armstrong law, which has many features that command it to the public. The first movement is made by the people, in petitioning for the improvement of any particular highway desired, passing from them through their Board of Supervisors to the state. After careful investigation, surveys and estimates are made and the plans returned to the people through their boards of supervisors for final action, all of which fosters the much-desired principle of home rule and insures economy and careful management throughout the whole process.

Higbie-Armstrong Law.

"This act has not only met with great approval in our own state, but it has been so highly commended by the office of the Public Road Inquiries of the Department of Agriculture, at Washington, that numerous requests have been received from other states in the Union, which are now for the first time taking up the subject of highways improvement, asking for copies of the law and an explanation of its workings; and, in several instances, I have been informed that it is proposed to adopt the general provisions of the law in many of

these states.

"One of the most encouraging features presented with the subject of highway improvement, and one with which I have been deeply impressed, is the fact that its importance seems to be so fully realized by all classes of our citizens. The cry for good roads comes not alone from residents of the rural districts, but from all classes and conditions of men.

"I believe that this work will be accomplished, and in its accomplishment more credit will be awarded the persons who are influential in producing the result than was ever given in the case of any of the large undertakings heretofore accomplished in the matter of transportation facilities by water or rail."

Good Roads in Massachusetts.

Hon. W. E. McClintock, chairman of the Massachusetts Highway Commission, spoke on the work of the commission. Mr. McClintock is a brother of J. Y. McClintock, Rochester's Commissioner of Public Works. He reviewed what had been done in his state in road improvement and described in detail the methods used.

The area of Massachusetts, he said, is 8,000 square miles. The state has 20,000 miles of roads, of which 18,000 miles is in the towns. The population of the state is 2,250,000 and the property valuation is $2,500,000,000. Sixty-seven per cent. of the population and property value is in the cities. The value of the agricultural products is $50,000,000 and the manufacturing interests are estimated to be worth $1,027,000,000.

The whole seashore district, said the speaker, and the Berkshire Hill district are given over to summer travel and summer residences, and whatever is done in good road work will increase travel and the number of visitors to the resorts and thus enhance the value of the land. Besides, the construction of good roads will lead to the re-establishment of small water-power stations that have fallen into disuse. This, he said, was already being accomplished. The farmers of the state send their products to be prepared for the market at these small industrial plants. The latter thus secure their raw material at first cost, the selling price of the manufactured article is less than otherwise and all reap the benefit.

More Than Four Millions for Roads.

Massachusetts has now 480 miles of state road built, said Mr. McClintock. It has been built at a cost of $4,400,000, of which $200,000 has been expended in buying machinery for the towns and for the maintenance of the roads. The roads were built at an average cost of $8,000 a mile. The cost a mile has varied from $2,000 to $25,000. The cost of maintenance, which is met by the state up to $50 a mile, is $100 a mile each year.

The state roads have been built of broken stone or gravel. The source of supply, the weight and volume of the travel and the character of the subsoil have been carefully studied and the road has been made to meet physical conditions and the demands of traffic.

Besides the roads built by the state, the towns have built at their own expense in the last eight years 500 miles of road. These roads are as good as those made by the state and have been built in the same period required to construct the 480 miles of state road. The towns, however, said Mr. McClintock, were stimulated to action by the measures taken by the state. Opposition to the improvement of roads has practically ceased.

Following the address given by Mr. McClintock, there was considerable discussion, which led Nelson P. Lewis to ask Hon. Edward A. Bond if the proposal to build a great highway from the Atlantic to the Pacific coasts received any serious consideration in legislative circles. Mr. Bond replied that he had never heard the question intruded throughout the several counties, an expenditure would be required of $60,000,000 within the next six or eight years, in the improvement of the highways of the state of New York. This expenditure would, in the opinion of many, be of greater benefit to all of the people than an equal expenditure of money in any other direction that could be named.

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Address by a Western Engineer.

"Cost of Pavements and Roads in Small Towns," by Emmet J. Steece, city engineer, Burlington, Ia., was the next paper presented. It follows in part:

"Reliable statistics bearing on the repairs of wood pavements are meager and from the perishable nature of this material, decaying almost as rapidly as wearing, little on that subject seems to be desired. Frequent renewals of pavements cause almost as loud complaints as the impassable mud, so that the natural resort is to gravel and broken stone where available.

"The broken stone road is a product of common sense and is divided into two classes, small broken stone throughout, and large stone base with finer stone surface. As to original cost and repairs the two methods are about alike.

"On steep grades the effect of surface water is as damaging as the wear from vehicular traffic. If a traffic of 300 vehicles a day is confined to a narrow space, for instance, eight feet on either side of a street railway, a four-inch top is completely cut through in about three years, and where the traveled space is about sixteen feet the wheels cut through the top in about ten years.

Broken Stone Pavements.

"The cost of broken stone pavements depends largely upon conditions, amount of stripping at the quarry, kind of stone, method of quarrying and breaking, distance from the quarry to the work and above all, management. In this, as in all work requiring a great amount of labor, the last item should receive consideration first, as with bad management money evaporates, leaving poor work and little of it done. The average cost to the contractor of macadam road without excavation, metal twelve inches thick, is from 40 to 50 cents per square yard, distance one mile from quarry.

"The cost of Telford pavement does not differ materially from that of macadam, the larger stone being set on edge at about the same price as breaking and spreading. A 17 1-2 ton steam roller will consolidate from twenty-five to thirty cubic yards per day of ten hours. A layer of broken limestone screenings, the latter being

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inches layer to three inches, and about four inches of screening will be required to fill the intersticon of the top course."

The paper on "Pavements Injured by Water—How to Minimize the Injury," by J. W. Howard, B. L., C. E., of New York city, which came next on the programme, had been read at the morning session. The first paper on the programme for the evening was, therefore, called and read. This was on "A Year's Experience in Laying Bituminous Macadam," by Fred J. Warren, of New York city. This paper dealt with a special process of laying pavement.

Special Process Pavement Described.

Mr. Warren in giving the qualities sought when this process was discovered, said:

"The idea occurred that a result could be reached which would give a pavement with greater durability than asphalt; provide a foothold for horses equal to macadam and, at the same time, maintain the relative or general smoothness of an asphalt surface; overcome the necessary muddy or dusty condition of macadam, and provide a pavement that, while having the density of solid stone, at the same time have great elasticity."

In conclusion Mr. Warren said:

"Following is a synopsis of the advantages of bituminous macadam given in the summary of the report of a committee, appointed pursuant to a resolution of the Associated Road Users of America, after personal inspection of the various pavements in use: Freedom from mud and dust, absence of any slippery surface, no evidence of cracking, durability, resiliency, sanitary advantages, appearance of the finished pavement, no crosswalks are needed at street intersections, simplicity of construction, ease of repair, its noiselessness, its availability, cost."

Wood Pavements Landed.

"The Use of Wood Pavement Under Heavy Traffic" was the subject of a paper read by F. A. Kummer, of New York city. Mr. Kummer exhibited a block that had been removed from the pavement of Tremont street, Boston, after being used for about two years. With this under the inspection of the delegates, the speaker discussed the points of advantage which he held this form of pavement possesses over all others. He claimed for it, among other things, durability, smoothness, noiselessness and sanitary perfection, not one of which points the opponents of wood pavement are attacking. He contradicted the statements concerning its slipperiness, claiming that wood pavement is not more slippery than several other kinds. In part Mr. Kummer said:

"The principle poin which I wish to bring out in these few remarks is the question of the use of wood pavements under the heaviest traffic. In considering the general question of the paving of streets, several forms of pavement seem open to selection, namely, granite block, wood, asphalt, vitrified brick, asphalt block, bituminous macadam and ordinary macadam. Of these pavements, in my opinion, only the first three names have any place under heavy traffic, and it is questionable whether asphalt, unless laid with much greater care than is usually the case, should be included. When I speak of heavy traffic I mean heavily traveled streets in the densely populated parts of our larger cities. I do not thereby waive any of the advantages of wood as a pavement for residence streets. But I do make the claim that for streets of the very heaviest travel, wood is the most satisfactory and economical pavement that it is possible to lay.

No Joints or Cracks.

Granted that it is possible so to prepare wood that it does not absorb moisture and is proof against decay, let us consider how a block of wood can be destroyed by traffic. If the practice were followed of laying the blocks with one-quarter or one-half inch joints, as is the case abroad, the exposed edges of the blocks would undoubtedly wear with more or less rapidity. But by driving them so closely together that their surfaces under travel presently become unified, presenting no joints or cracks, a smooth surface results which has no vulnerable point.

"The calks of horses' shoes cannot chip off the surface of the pavement, as is the case with brick or even stone, nor can the fibers of the wood be ripped off, because they are verticle, and resemble in this respect a bundle of fine wires set on end and tightly wedged together. The action of travel on such a block is to drive the upper ends of the fibers down and compress them, so that the heavier the traffic, the more solid becomes the surface of the block, just as would result from the continual pounding with a hammer upon the end of a stick of timber.

Sanitary and Noiseless.

"In trying to point out reasons why, in our opinion, properly constructed wood pavements are the best for very heavy traffic, we have confined ourselves merely to the question of durability. We believe this to be true, even had wood pavements no other advantages than that of extreme durability, but when we can add to this the noiselessness of such pavements and their high sanitary qualities, and to this add the ease with which they are cleaned and repaired, and the smoothness which is such a noticeable feature, there seems to be every reason for using wood in preference to granite.

On top of all these advantages we can place that of price, since a thoroughly well-constructed wood pavement on concrete may be laid for a lower price than a first-class granite block pavement."

Use of Oil on Roads.

The merits of the methods of street paving presented in the last two papers were quite fully discussed. The question of laying the dust on macadam roads, which had come up at Wednesday's meeting, was again brought to the attention of those present by Secretary Tillson, and Hon. W. E. McClintock gave the result of tests that had been made in Massachusetts.

"I have an idea," said he, "that there should be from a half inch to an inch of dust on the road to make the plan of laying it by the use of oil successful. I understand that the oil used in the West is of an asphaltic nature and that in those dry climates a covering is produced over the road

Removal and Chronicle Oct. 16th 1902.

COAL MONOPOLY HERE IN 1865

CONSUMERS ORGANIZED AND FOUGHT IT.

LOCAL DEALERS COMBINED

Hard Coal Was $17 a Ton—Public Meeting Held and Citizens' Committee Appointed—Big Companies Prevailed Upon to Open Yards.

It is interesting to note at this time that the high price of coal is not unprecedented in Rochester, but that during the winter and spring of 1865 anthracite coal sold at $17 a ton, a prohibitive price to the poor. But the cause of the high price was not the same then as now. Instead of being due to a strike in the coal fields, it was due to a monopoly of the coal dealers, who, taking advantage of Rochester's then rather isolated situation, charged the people from $4.50 to $7 a ton more than consumers were paying in Syracuse and Buffalo. This was just at the close of the war.

The people stood it as long as they could, or would, and then took the matter in their own hands and formed a coal company, opening the books to all who cared to enter. The intention was that the company should purchase some mining property and mine its own coal, but the committee discovered, among other things, that the big companies supplying the Rochester dealers were willing to send in all the coal they could to Rochester, so the committee closed negotiations with the companies.

The leading promoter of the movement was W. H. H. Barton, who had suffered with the other residents of the city. Miss Julia Barton, a daughter, gave the facts for this story of the famine of 1865. Miss Barton has a receipt dated January 20, 1865, given by George B. Smith and John B. Dewey, partners in the coal business, to Mr. Barton, for $8.50, in payment for a half ton of stove coal. The price per ton was then $17. Public indignation ran high and the newspapers contained much on the matter.

At the time the Citizens' Committee was appointed, it was generally supposed that the trouble lay with the big coal companies that sold coal to the Rochester dealers. After the committee had investigated it reported that there was plenty of coal to be had of these companies.

The citizens joining the company put up $10 and as long as that remained with the company they were entitled to coal at cost. Others paid into market prices when they bought of the company. The company remained in existence until the trouble was past. But things did not run smooth with the company. Some subscribers did not take their coal, waiting for the price to go still lower than $7 and $8 a ton, and other people coming in, the coal was exhausted. Hence there was again a scarcity, but the coal companies afterward opened yards. During the time coal was $17 a ton labor received $1 a day.

The rules governing the members of the Citizens' Coal Company were that the subscribers should buy their coal of the company, in lots of not less than one ton at a time. Subscription books were opened in every one of the thirteen wards of the city. The Citizens' Committee consisted of Aaron Erickson, chairman; G. H. Mumford, Isaac Butts, P. Barry and George W. Parsons. The first meeting of citizens held to take action in the matter was held at "Palmer's, Main street, at 7 o'clock on Monday evening, the 13th instant," being February, 1865. It was then that the committee was appointed. [illegible]

Oct 16 Oct 29/1902

CAN NEGOTIATE FOR A SITE NOW

ALDERMEN ACT IN THE HOSPITAL MATTER.

MAYOR'S VETO OVERRIDDEN

Aldermen Differ From His Honor Regarding Conduit Franchises—Issue of High School Bonds Authorized—Seneca Park Boulevard.

Alderman F. A. Ward's resolution directing Commissioner McClintock to negotiate for a site for the proposed isolation hospital was adopted by a unanimous vote of the Common Council last night, and a meeting of the Board of Estimate and Apportionment will probably be held to-day to consider the numerous options that have been offered.

It was expected that the aldermen would not delay the matter further, but there had been rumors of continued opposition from some of the aldermen from the fact that the Board of Estimate has shown a disposition to favor the Klee property on Elmwood avenue, having made a payment and taken a deed, while Commissioner McClintock has announced without reservation that he favors the Klee property before any other that has been brought to the attention of the officials.

It was plainly evident when President Edgerton rapped for order, however, that some understanding had been arrived at, although no conference had been held, and one of the first resolutions introduced showed that Alderman Zellweger did not wish, as he stated Sunday, in a published interview, to be an obstructionist, but was willing to let the matter progress under certain assurances.

The resolution, which was introduced by him, read that it was the sense of the council that the hospital should not be located in proximity to any of the public parks, which meant that the Klee property was not favorably regarded, being within a few hundred feet of Highland park. No specific distance was mentioned, but Alderman Zellweger stated in reply to a question asked of him later that he considered a quarter of a mile too near to the parks. The resolution was adopted without a dissenting vote and when the resolution directing the negotiations be had to secure a site came up, it was adopted without comment. Alderman Tanner moved that action be postponed two weeks, but there was no second and the Nineteenth ward alderman voted for the resolution on roll call.

Urged by Chamber of Commerce.

The sentiment of the Chamber of Commerce with regard to the delay that has been occasioned by the council in deferring action on Alderman Ward's resolution was shown in a communication sent to Mayor Rodenbeck and President Edgerton. The one to the President was read and ordered received, filed and published. It was as follows:

[illegible] meeting of the Committee on Legislation held by the Chamber of Commerce, October 29, the following resolution was unanimously adopted, for the consideration of the Board of Estimate:

"The Chamber of Commerce views with alarm the delay in the erecting of suitable buildings to accommodate smallpox patients. We think immediate action in regard to erecting such buildings is imperatively demanded. We most urgently ask your honorables body not to delay longer, but to take such action as will at once insure the erection of suitable buildings to accommodate the city's patients who are so unfortunate as to be afflicted with this distressing disease."

While the Board of Estimate, as stated, will probably meet to-day to consider the site question, it is more than probable that Commissioner McClintock will conduct further negotiations for the Klee property and submit a report on it first. If the board does not approve of the price, he will then negotiate for some other property. In view of the numerous options received during the past two weeks, it is believed that the Klee property can be had for less than $7,000, the price originally agreed upon between the owner and the Board.

The Commissioner said yesterday afternoon that he had no personal feeling in the matter, but that if the charter placed upon him the responsibility of securing a site he intended to follow his own judgment and if the board did not agree with him he could not help it. The council resolution concerning the opinion that the hospital should not be in proximity to any of the parks, is, of course, without any great influence, as the aldermen have only the authority to direct negotiations, while the purchase of a site and erection of buildings are matters entirely within the jurisdiction of the Board of Estimate.

Alderman Zellweger seemed satisfied that the board intends to give due consideration to the options at hand and said that if it finally decided on the Klee property some further means to prevent the erection of a hospital there would have to be undertaken.

Reports of Committees.

The Law Committee report contained only a recommendation that the ordinance directing the Rochester Gas and Electric Company to construct a conduit in Portsmouth terrace, as adopted, prevail, regardless of the Mayor's veto. The Mayor held in his veto message that to extend the company's conduit system into any street was to give it a new franchise, and that under the charter such franchise should be sold at public auction to the highest bidder.

The committee reported that a speedy removal of poles and overhead wires was generally desirable, not only in the downtown streets, but in the residence districts, and that the building of a conduit in Portsmouth terrace or any street was beneficial not only to the immediate locality, but to the city at large; that the council can only determine how the company shall extend its system and that such extensions do not mean the granting of a new franchise.

Alderman Pumnb moved that the ordinance stand notwithstanding the Mayor's disapproval, and the veto was overridden. Alderman Rosenberg voted against overriding it, because he had understood at the Law Committee meeting last week that Mayor Rodenbeck and Attorney Harris, for the lighting company, were to hold a conference and the result would be reported to the committee. He said that he had heard nothing further of the matter and did not want to vote for the report of the committee.

Alderman Tanner announced that he did not know what it was all about and would like an opinion in the matter. Alderman Kelly explained that under the contract with the city the company was compelled to construct a certain number of miles of conduit during the life of the contract; that it would not bid enough if the Mayor's suggestion was followed, for a franchise, to pay for the advertising. But Alderman Tanner declined to vote, having been excused.

Renewal of City Notes.

Ordinances from the Finance Committee were adopted, authorizing the Comptroller to renew local improvement fund notes amounting to $75,000, and Hemlock lake watershed fund notes amounting to $50,000, both maturing November 27th. The Comptroller was also authorized to issue bonds to the amount of $150,000, the proceeds to be placed to the credit of the building fund of the Board of Education, for the erection of a new high school building. These are the bonds which the School Board requested the council to authorize an issue of, with the understanding that they will be used to purchase a site and erect a high school building on the West Side. It was expected that the council would authorize the reissuing of $3,000,000 worth of waterworks bonds, maturing January 1st, at last night's meeting, but the ordinance was not forthcoming. The bonds can be reissued any time before December 20th.

Under a resolution introduced by Alderman Kelly, and adopted, a small triangular plot of ground, bounded by Grape, Magnolia and Smith streets, belonging to the city, was formally transferred to the Park Board to care for. This is the triangle that Alderman Kelly stated two weeks ago needed to be placed in better condition. The park officials have never had authority over it.

An ordinance was passed, directing City Engineer Fisher and Fire Marshal Walter to put the old No. 6 school building in condition for storage purposes and such other city uses as were deemed desirable.

A Smallpox Smudge.

Alderman Judson undertook to obtain information regarding the methods exercised by the health authorities with reference to fumigating houses from which smallpox patients had been removed, and while he did not receive any very definite reply, he stirred up an oratorical smudge that was only checked by President Edgerton declaring the meeting adjourned.

The alderman said that a woman had been removed from No. 118 Breck street to Hope Hospital, and the husband had been instructed not to leave the house until it had been fumigated and his clothing had been similarly treated. He waited several hours and then fumigated his clothing, borrowing some from a neighbor to wear down street to find out when the house was to be fumigated. He was told in substance that there was [illegible] passed for processing the fumigating materials, but his house would be treated as soon as possible.

Alderman Judson asked Commissioner Gilman, who was present, if he could clear up the situation. The Commissioner said that he did not know when the fumigation would be had, but it would be as early as possible.

"Well, fumigating consists largely of making a big smudge, does it not?" asked Alderman Baker.

Before the Commissioner could reply Alderman Plumb announced that if it was only necessary to make a smudge, no other material was necessary so long as Alderman Baker was around. Alderman Tanner joined in and a smudge of compliments arose, until squelched by the President.

A resolution from Alderman McMartin provided for an opinion from the Corporation Counsel relative to the status of Special Officer William C. Moir, who has been doing duty in the District-Attorney's office for the past eight or nine years. Alderman McMartin wants to know whether the city shall pay Moir's salary when he is constantly under the orders of the District-Attorney, and if not, whether another officer cannot be appointed for police duty. The question has bobbed up at intervals for some years past, but has never been settled.

First ordinances adopted were: Clifford street cement walks, Field street cement walks, and a couple of dozen ordinances for cleaning sidewalks in the Tenth ward.

The only final ordinance of importance passed was the one for the opening of the Seneca Park east boulevard, from Norton street to the park entrance.

CHAMBER OF COMMERCE.

Nominating Committee Named and New Members Elected.

Health — Oct 8/

The monthly meeting of the trustees of the Chamber of Commerce was held yesterday afternoon. A communication from the Davis Machine Company was read asking that the Chamber of Commerce use its influence to defeat a bill in Congress to change the present system of weights and measures to the metric system. It was stated that this would cause a great loss to all manufacturers of machinery, as it would be necessary for years to carry two standards of measurements, and to have two complete sets of drawings. The matter was referred to the committee on legislation.

A communication from the Immigration Restriction League was received urging the chamber to favor an illiteracy test in the immigration law. This communication was also referred to the committee on legislation. The following nominating committee was named: George C. Buell, Charles M. Everest, John C. Powers, William H. Briggs, George F. Roth, V. M. Smith and Max Lowenthal. This committee will nominate officers to be voted on at the annual meeting in December.

The following new members were elected: N. C. Bernum, Judge Thomas E. White, F. H. Clement, J. A. Begy Company and B. Rothschild & Co.

DEATH OF JOHN H. ROCHESTER.

Grandson of the Founder of the City of Rochester—Prominently Identified for a Life-time with the City's Growth and Prosperity.

Dept of Health — Oct 24/02

John Hart Rochester, a grandson of the founder of this city, died at 8:30 o'clock last night, at the family residence, 72 South Washington street. Mr. Rochester was 74 years old, and had been in feeble health for the last five or six years, but had been confined to his house only for the last six months. Several years ago he was injured by being dashed against the side of a boat in a storm, striking his head. He had been under the care of Dr. Richard Moore for the greater part of the time since.

John Hart Rochester was born in this city April 20, 1828. He was the son of Thomas Hart Rochester, who was the third son of Colonel Nathaniel Rochester, originally a Virginian, a member of the provincial legislature of North Carolina and an officer in the Revolutionary war, later a citizen of Maryland and a member of its legislature and finally a pioneer landowner and settler in West-



JOHN H. ROCHESTER.

ern New York. The name of Rochesterville was given to the village, which sprang up on Colonel Rochester's "Hundred-acre tract," in what is now the heart of this city.

In Hagerstown, Md., Colonel Rochester was associated in business with Colonel Thomas Hart, which accounts for the prominence of this name in that of his third son, Thomas Hart Rochester, and in that of his grandson, John Hart Rochester.

John H. Rochester received his education in the public schools of the city, and at the age of 15, entered upon his life work, with his father, in the Rochester City bank. His father at the time was president of the bank. Later he carried on a private banking business with his brother, the firm being known for five years at John H. Rochester & Brother. He next became cashier of the Flour City bank, which position he held for three years. When the Mechanics Savings bank was chartered, Mr. Rochester became its secretary and treasurer, filling the place for thirty-one years. Three years ago he retired from active business life, being at the time, the oldest banker in the city.

In 1853 Mr. Rochester married Miss Elizabeth L. Moore, of Vicksburg, Miss., and had two sons, Dr. Thomas Moore Rochester, born November 15, 1854, a practicing physician of Brooklyn and Paul Affordby Rochester, born August 21, 1857, vice-president and general manager of the Murray Line of steamboats, as the old Hudson River Transportation company is now called. There were two other children, Francis C. Rochester, born March 16, 1856, died January 6, 1857, and Susan B. Rochester, who died April 1, 1859. Through his son Thomas, there are five grandchildren, Haydon, Thomas Affordby, John Cuming, Edward Fortescue and Katherine.

Mr. Rochester was a member of the Genesee Valley club of the Rochester Whist club, and for three years of the Rochester club. He was the oldest parishioner of St. Luke's church in point of membership; for twenty-seven years treasurer of the Church home, a denominational establishment on Mt. Hope avenue under Episcopal control; treasurer of the Red Cross society and yellow fever fund, and president of the Rochester Historical society for two years. He was among the first to be appointed to the Board of Park Commissioners, and has been its vice-president for many years. He was also president of the local chapter of the Sons of the American Revolution.

Mr. Rochester had travelled extensively, was a generous patron of the fine arts, and had always been associated with the social, religious and public life of the city. Though he took a deep interest in public affairs, he never sought nor held a public office.

Personally, Mr. Rochester belonged to the courtly, old school type of gentlemen. He was a man of genial, warm-hearted disposition who drew around him in intimate companionship many sincere friends. He was one of those who in these modern times still clung to horseback riding as a congenial and dignified form of exercise, and up to a few years ago, his erect form and snowy beard were a familiar sight to the public as he rode about the city.

Besides his wife the immediate relative of John H. Rochester residing in this city are Mrs. William Pitkin, an aunt, who was Miss Louisa Lucinda Rochester, youngest daughter of Nathaniel; Mrs. A. J. Cuming, 13 Meigs street, a cousin; and Mrs. Clinton Rogers, of 127 Spring street, and Miss Jane E. Rochester, of 99 Atkinson street, both cousins, being daughters of Henry Elie Rochester, the youngest son of Nathaniel Rochester; also Thomas C. Montgomery, grandson of Nathaniel Rochester, and his daughters, Miss Mary W. Montgomery and Mrs. Dr. E. B. Angell.

The funeral will take place Saturday afternoon at 3 o'clock from St. Luke's church. Burial will be in the family plot on Rochester hill, Mount Hope cemetery, where five generations of the Rochester family are buried.

The Board of Park commissioners today adopted the following:

Resolved, That a page in our record book be set apart in which shall be inscribed: "John Hart, Rochester, Our Vice-President, Died October 3, 1902."

Long identified with our board, we have known him but to love and respect him. Genial, charitable and lovable, he lived beyond the time allotted to man and leaves to us a memory of that which is good and creditable. We mourn our loss.

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CHAMBER OF COMMERCE.

Charles P. Ford Will Address Monthly Meeting This Evening.

Herald Nov 11/02

The regular monthly meeting of the Chamber of Commerce will take place this evening at 8 o'clock. The address will be delivered by ex-President Charles P. Ford and will embody a report of the proceedings of the fourth general meeting of the advisory board of the Commercial Museum, Philadelphia, in relation to the extension of foreign trade relations of the United States. This meeting was largely attended by delegates from all parts of the Union. Mr. Ford was a delegate from the Rochester chamber and his report and conclusions will prove of great interest to local manufacturers.

The committee recently appointed to make nominations for 1903 will report in a few days. According to the rules of the chamber, nominations must be posted at least ten days before election which, this year, will be held on December 1.

FAVORS SECOND WATER SYSTEM

H. C. BREWSTER INDORSES THE PROPOSITION.

GOOD FOR MANUFACTURERS

Dem & Chron 11/12

President of Chamber of Commerce Tells Why, in His Opinion, Realization of the Project Would be a Good Thing for the City.

President Henry C. Brewster, of the Chamber of Commerce, last night put himself on record as in favor of the proposed scheme to establish a water system separate from the city mains, taking in water from the lake at Charlotte. Mr. Brewster is pleased with the project because, as he believes, it will mean that manufacturers will be able to get water in larger quantities at a cheaper rate than the city supplies it. Mr. Brewster spoke as follows on the subject at the meeting of the chamber:

"Through the press of the city it has been brought to our attention that there is a scheme on foot to establish a new water company near the city, one of the purposes of which is to supply water to the manufacturers of the city. We have had it demonstrated to us that the city with its present supply is unable to furnish as much water as the growing demands require and at as low rates as are given in other cities. It is also quite evident that at the present rate of growth in population and industries the present facilities will be quite inadequate.

"I believe that the establishment of the new company will be very advantageous to the manufacturers of the city, to the domestic users and the municipality as well. What city needs is an increase in its industries. This will bring to it more laborers, more mechanics, and will necessitate the building of more homes. As the city grows in population, there are more people in it to bear the tax burdens, which reduces the assessments, a result which we all desire, very properly, to bring to pass.

"I trust we may have this new company. Water for the use of manufacturers and for domestic use is something we can scarcely get too much of. This is something we should look into. It is an enterprise, the establishment of which we ought to encourage."

A member of the Common Council has stated that the revenue of the city will be considerably reduced if manufacturers cut off the city water service and use the mains of the new company. The present rate is said to be much higher than is paid elsewhere, however, and many thousands of gallons are used daily. Mr. Brewster's suggestion that other enterprises would be attracted to the city by a reduced water rate apparently met with the approval of many members of the Chamber of Commerce.

Nothing definite has been heard of the waterworks project since the first announcement. Its promoters have had nothing to say to the newspapers, so it is not known in what condition the plan now is or what steps have been taken to make it effective. The city could easily check it in the opinion of many people, if it so desired, by refusing to permit it to lay pipes in or across the city streets. The effect that Mr. Brewster's opinion will have on these members of the city government who have been opposed to the proposition will be awaited with interest.

MARK TWAIN TO BE HEARD HERE

TO SPEAK AT CHAMBER OF COMMERCE DINNER.

WARNER LAND FOR A PARK

Its Acquisition for That Purpose Advocated by the Chamber, at Whose November Meeting Several Matters of Interest are Discussed.

A number of matters of interest were discussed at the November meeting of the Chamber of Commerce last night. Among these were the proposed new waterworks company, the acquisition by the city of the Mount Hope avenue property, owned by J. B. Y. Warner, for park purposes, and the establishment of an arboretum.

A report of the proceedings of the fourth general assembly meeting of the Advisory Board of the Commercial Museum, held recently in Philadelphia, was given by former President Charles P. Ford, a delegate from the Chamber of Commerce. This elicited remarks in criticism of the present parcel post system. The subject matter of this paper as a whole was referred to the Committee on Manufacturers and Promotion of Trade.

President Brewster spoke of the annual dinner of the chamber, just before adjournment was taken. This will be held on December 18th. For the occasion, he said, Mark Twain had been secured to speak and other features were being arranged, all of which would make it of especial interest. He urged that the members, by being prompt in securing their tickets and in attendance, contribute to the success of the banquet.

After the paper or report by Mr. Ford had been submitted, President Brewster introduced the subject of the new waterworks company.

"There is another matter," continued Mr. Brewster, "which I desire to bring to your attention. The city has a lien on a piece of property in the southern part of the city, and it is being urged that this be acquired to be added to the park system of the city. The property lies between Highland Park on the east and Mount Hope cemetery on the west. It seems to me that the suggestion that this, the Warner property, should be devoted by the city to park purposes is an excellent one."

Alexander B. Lamberton and William C. Barry also spoke in favor of this action.

"I feel," said Mr. Barry, "that while much has already been done towards perfecting our park system, there remains much to be done in the future. We all now appreciate pretty well what the parks mean to Rochester. Over the whole of the United States, cities of the size of Rochester have their parks, as do we in Rochester, and I think that we are unanimously of the opinion that we could not do without them.

"As to the Warner property, every one of you know how beautiful it is, with its little hills and valleys and fine old trees. There it is, and it is for you to possess it if you will. This, I believe is an opportunity, and an extraordinary opportunity, for the city of Rochester. I am impressed deeply with the wisdom of securing this property before it is divided.

"It is possible for us here in Rochester to have the best parks in the United States. Cities all over the country send here for their materials for parks, and it certainly seems that Rochester, in the very midst of this supply, should avail herself of the advantages that are at her door.

"While I am speaking there is another thing to which I should like to draw your attention; that is, the creation of an arboretum in Rochester. When I have spoken of an arboretum, I have been asked just what I mean by it, and I might say that an arboretum is a collection of trees and plants, symmetrically arranged, labeled or named, so that students, and others who are interested, may become acquainted with the different trees and shrubs in this part of the country, and, as far as possible, throughout the world. In many cases these can be brought here and cultivated from such distant lands as China, Germany, Russia and many other places.

"You have already at Highland Park the commencement of one of these arboretums. Of course, it is impossible for a complete collection to be assembled in any one locality, on account of the climate, but with the resources we have had we have gathered in the park a most interesting collection of evergreens and flowers, plants and trees. It is possible that you and I may not take the interest in this collection that we might, but there are many others who will.

"Let me repeat that in Rochester we have a greater opportunity of making such a collection than in any other city in the country, because of our extensive horticultural establishments, which have been here for the last sixty years. People from all parts of the country are sending here for specimens.

"We we undertake such a plan as this I am advocating, we are of course confronted with the problem of resources. When the Park Commissioners ask for funds, the question is not how much do you want, but how little can you get along with. The Park Commission has done a commendable work here in Rochester, and I do not think it receives the encouragement it ought to have.

"Now, here in this Warner property, the city has a rare opportunity. I don't think the question of the city's ability to pay for the additional land should come up at all. A city with a population of 175,000 should have parks. It is very probable that I shall be criticised for saying so much on this subject, on the ground that it will be of some benefit to me, but I feel keenly the excellence of the opportunity offered and I think it is time the city of Rochester came forward and acquired this property on terms satisfactory to all."

A motion was introduced by John C. Moore, relating to the purchase of the Warner property, and was adopted by the chamber. It approved the proposition to extend Highland Park by the acquisition of the Warner land "upon terms which shall be equitable both to the owners and the city of Rochester."

H. S. Mackie referred to the convenience of the parcel post system of other countries and urged that some action be taken by the Chamber of Commerce towards securing a reform in the system of the United States. This was referred to the Committee on Postal Facilities.

"The Chamber has received a communication," said Secretary Ives in this connection, "from a gentleman in Australia, asking for information regarding the parcel post system in this country. They have a convenient system in Australia, by which they are able to send larger parcels than it is possible for us to send at much lower rates, and this avoid the trouble caused by the customs. I have answered the letter, giving the information required.

"I might also say," added Mr. Ives, and it was evident that he felt what he said, "that I have communicated with the Congressman from this district, with a view to aiding in securing a more satisfactory system. I say this for the benefit of those who are so given to remarking that the Chamber of Commerce never accomplishes anything. If they would come up more occasionally to our meetings and find out what we are doing, they might find less cause for making such remarks."

The statement of the secretary was greeted with applause.

In giving this report, Mr. Ford spoke of the share of the trade of the world that was secured by the United States. Statements based on tables which record the imports of the countries of the world were quoted by him. They follow:

"The impression appears to be increasing that this country does not need to take any further steps to increase its export trade, because it has already conquered the world's markets and has all their trade that is worth having. Figures, compiled from the latest official sources, show that our share of the world's trade is still very small. Our exports have increased during the past five years at a very good rate and the prevalent impression is based on fact. But it should not be overlooked that the trade of the whole world has been growing at the same time, and our share of it is hardly more than it was.

"The facts are that of the world's imports in 1900, of approximately $10,398,189,000, this country supplied only $1,468,373,470, or hardly 14 per cent. Over the whole of this small share was made up of our exports of food stuffs, so that of the world's trade in manufactured goods we secured less than 5 per cent. Our export trade is still at the very threshold of progress.

"The United States is the greatest exporting nation in the world as far as agricultural products are concerned. It holds third place, however, in the export of manufactured products.

"The English, and particularly the German exporter, is seeking to check the sales of American goods and to secure for himself a wider field. It will not do for us, in the face of such competition, to allow these nations to obtain supremacy, and to remain inactive, feeling that we have obtained all that it is possible for us to obtain in the way of foreign business."

In reviewing some of the reports given at the meeting, Mr. Ford said in part:

"The Committee on Railway and Water Transportation spoke of the revival of the American merchant marine. It reported that, in the efforts that were now being made to extend foreign trade, it was manifest that the maritime nations of Europe maintain the lead largely owing to the established lines of steamers under their own flags to the various ports of the world, while in our own country no progress has been made. The percentage of American ocean-carrying trade was still below 10 per cent. This included the American vessels engaged in the transatlantic trade.

"The Committee on Parcels, Post and Express reported that a comparison of the United States with foreign countries discloses the deplorable fact that, while postal service as a whole is more commendable, that part of it which relates to the transmission of merchandise is so far behind that of Great Britain and Germany as to relegate us in this respect to the inferior class of nations.

"That the above statement is not overdrawn is evidenced by the significant comparisons that follow: The limit of weight in the United States is four pounds, while that in Great Britain is seven pounds. The cost of four pounds in the United States is 64 cents; the cost in Great Britain, 12 cents. The cost of eleven pounds in the United States (if allowed) would be $1.76; in Great Britain, 26 cents.

"While the foreign parcels post rates of the United States compare favorably with those of other countries, the number of countries with which the United States has made arrangements is limited to twenty, while Great Britain has arranged with substantially the whole world.

"An incongruous feature of the present parcels post, or merchandise postage service, in the United States, is that, while four pounds of merchandise may be mailed from New York to Germany for 48 cents, four pounds of merchandise mailed from New York to Philadelphia costs 64 cents. In consequence of the above conditions, it is self-evident that the merchants and manufacturers of Great Britain possess decided trading advantages over their American competitors."

ROCHESTER CHAMBER OF COMMERCE.

The regular monthly meeting of the Corporation will take place MONDAY, NOVEMBER 10, 1902, at 8 P. M.

The address of the evening will be delivered by Ex-President CHARLES P. FORD, and will embody a report of the Proceedings of the Fourth General Meeting of the Advisory Board of the Commercial Museum, Philadelphia, in relation to THE EXTENSION OF THE FOREIGN TRADE RELATIONS OF THE UNITED STATES.

The meeting in question was largely attended by delegates from all parts of the Union. Mr. Ford was a delegate from this Chamber, and his report and conclusions will prove of great interest to local manufacturers.

At the conclusion of the address luncheon will be served by Teall.

Come and bring a friend with you.

JOHN M. IVES,
Secretary.

Rochester, N. Y., Nov. 7, 1902.

WATER SCHEME OF IMMENSE MAGNITUDE

Two Million Dollars to be Spent on a Plant on the Shore of Lake Ontario.

Railroads and Manufactories Along Their Lines to be Supplied Without Limit.

New Sites for Factories to Be Created —How the Mains Will Be Extended on Railroad Property.

Union Nov. 6, 1902

The big scheme to supply water to the railroads entering Rochester and to the factories along their lines has progressed so far that it can now be definitely stated that the plant will be built, and that inside of a year water will be flowing in big mains along the Rome, Watertown & Ogdensburg, the New York Central main line and Falls and Auburn branches, the Buffalo, Rochester & Pittsburg and West Shore roads and used by factories wherever they can be reached over rights of way owned by the roads.

The money, $2,000,000, necessary to build the great plant, has all been pledged, and the company will be incorporated in a short time. The scheme is copied after one that was put in action when a company was formed which now supplies Depew and Lancaster, big manufacturing places on the New York Central's main line, near Buffalo, with water from Lake Erie, and the gentleman who conceived that idea and carried it out is the head moves in this plan in which Rochester is deeply interested. He is closely connected with the New York Central railroad, and the railroad is behind him with its capital and influence in the plan.

W. H. Clark, who for several weeks has been in Rochester in the interest of the new concern, stated this morning that expert engineers looked the ground over around Rochester three months ago and pronounced the plan feasible so far as the laying of pipes and general work of that nature was concerned. Samples of lake water were then taken at a distance of about 2,000 feet from the shore off the upper end of the bluff west of Charlotte and about in front of the Greenleaf farm. These were sent to expert analytical chemists who pronounced the water pure. It was then decided to build the big pumping station at that point.

The lines of mains will be extended from that point to the Rome, Watertown & Ogdensburg branch of the Central, where they will be extended east and west along that right of way. They will extend also up the Charlotte branch of the Central to the main line, and west along that line. The city will be skirted along the south side over the Buffalo, Rochester & Pittsburg right of way to the West Shore, when they will extend east, coming back to the Central's main line at Brighton.

The mains will be extended, according to the plans at present under consideration, about twenty-five miles east and west of the city, on all the railroads mentioned. The villages through which the railroads pass will be supplied with water if they so desire, and it is understood that some of them have already signified their intention to take advantage of the opportunity offered.

It is expected that the prime mover in the scheme will be in the city during the week, and that within a very short time the new company will have been incorporated and prepared to enter into contracts with manufacturers to supply water to them. The scheme is one of great magnitude and of great importance to Rochester. There are hundreds of admirable sites for factories along the lines of the railroads over whose lines these mains will extend, which are now useless on account of lack of water. With this new company's plant in working they will have all the water they need, and shipping facilities will be offered them by the roads that cannot be excelled.

The Proposed New Park.

It is not often that the problem of a city's unpaid taxes resolves itself into so simple and so attractive a solution as that which has been suggested in regard to the Warner tract. A petition, signed by many of the heaviest taxpayers of the city, has been presented to Mayor Rodenbeck, advocating the acquisition of that property for park purposes.

There are about forty acres in the Warner tract, of which at least thirty are admirably adapted to park purposes, being in a natural state and so undulated as to be unsuitable for building, while the location is such as to make the tract practically an extension of Highland Park and therefore easily convertible into the park system of Rochester. The taxes against the property inclusive of interest aggregate $46,000, an amount admitted to be in excess of the sum that would be raised by forced sale. It is proposed that the city take such part of the property as is suitable for a park, give Mr. Warner a clear title to the rest of it and be reimbursed by ten annual payments of $4,000 from the yearly appropriation for the maintenance of the parks. It is pointed out that the sale of the entire property to satisfy the taxes due on it amounts to practical confiscation that works great injustice to the owner, since a great part of the assessment was levied for expensive pavements on Mr. Hope and South Avenues, from which the property derives but slight benefit.

The park system of Rochester is already a matter of pride to its citizens and no opportunity for adding to it within reasonable limits should be overlooked. By forced sale of the property the city stands to lose outright the difference between the amount realized and the aggregate of back taxes and interest. By acquiring the property for park uses at a price covering the sum of its indebtedness the city not only does not lose any part of its assessments, but it comes into possession of what is undoubtedly the largest and most desirable piece of park land within the city limits. The value of parks as places of recreation for dwellers in cities has been conclusively demonstrated here and elsewhere. It is rarely, however, that a city has the opportunity to turn a tax claim into a new park. We trust that Mayor Rodenbeck will act promptly upon the suggestion made in the petition and "take such steps" as are necessary to the desired result.

Herald Nov. 10, 1902

Post Express—
ON, NOVEMBER 10 1902.

WATER WORKS CO. WATCHED WITH INTEREST.

The meeting of the Rochester Chamber of Commerce to-night is largely due to the new water company's doings, which if not formally brought up at the meeting, will at least be informally discussed by almost every member present. "Is the coming of this new company a good thing for the city?" is a question that is being asked all around town. The city officials do not seem to take very kindly to the new company. It is understood, for as things are running at present, the water works system is one of the most valuable assets the city possesses. Not only does it pay all operating expenses, but has been paying interest at 7 per cent. on about $4,000,000 bonds and interest at 3 1-2 per cent. on nearly $4,000,000 more. In addition to the payment of operating expenses and heavy interest charges, the city is gradually paying off its water debt out of the receipts. As soon as the 7 per cent. bonds for $3,000,000 are retired next month, reducing the interest charge on these bonds $115,000 annually, it is expected that the saving will enable the city to pay $100,000 annually into a sinking fund that will in thirty years pay off the $3,000,000 bonded debt. Meantime, other payments are being made into sinking funds to take care of other water works bonds.

Secretary Ives, of the Chamber of Commerce, and business men in general seem to think that the new project should receive general support. It is pointed out, for instance, that water for manufacturing purposes in Buffalo is sold at 2 1-2 cents a thousand gallons, while in this city manufacturers are obliged to pay 14 cents. The entire deal may, of course, not reach completion, but already a considerable amount of money has been spent in securing options, surveying pipe lines, etc., and it is thought that regardless of what action the city official take in regard to the matter the new company will soon commence work along the lake shore. If they do come here and sell water at a figure that corresponds to what Buffalo sells lake water to manufacturers for and the city refuses to give them a franchise, it is said that some city manufacturers may move out of Rochester city limits in order to take advantage of the low water rate.

It is assumed by those who profess to know that the mayor and commissioner of public works are opposed to allowing the proposed new water company to compete with the municipal water works system in the matter of supplying water to factories. If the new company were to take over this part of the water supply business, it might not be necessary to acquire Canadice lake or to construct a new reservoir, two projects Commissioner McClintock has set his heart upon putting through. Surprising as it may seem Comptroller Johnston is thought to be in accord with his honor and Mr. McClintock, while Corporation Counsel Sutherland is reported as inclined to favor the new company's plans.

THE ROCHESTER HERALD, MONDAY, N

Herald Nov 10 1902

MAYCOMPETE

New Water Company To Invade City.

PLANS SUGGESTED

Would Sell to Railroads and Factories in Rochester.

CREAM OF CITY'S BUSINESS

Possibility That New Company, Backed by New York Central, May Seek Franchise in Rochester—A Very Important Municipal Problem Is Presented for City Officials To Solve.

There seems to be little doubt but that the New York Central, or at least some of its prominent officials, will be found to be behind the plan of building a large waterworks plant on the shore of Lake Ontario, for the purpose of supplying water to the railroads and big manufacturers of Rochester and vicinity. The plan seemed at the outset rather visionary and the talk of $2,000,000 capital appeared even more visionary.

But the New York Central moves in a mysterious way, usually leaving undone the things that the public thinks should be done and occasionally doing things that nobody expects. Of course, the New York Central, as a corporation, has no right under its charter to do anything excepting run a railroad. But indirectly through its high officials it makes investments in all sorts of enterprises. For

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

...indians, a sum of express company ... has locked up half dozen land deals, man... seek many summer resorts and ow... steamboats on the St. Lawrence. Sure... is not surprising that it undertakes to turn a few dollars for its managers by means of a private water system.

Central Is Behind Deal.

The man who is at the front in Rochester and who is gradually uncovering his plans is W. H. Clark, who claims Buffalo as his residence. He is connected with a waterworks system at Depew and an electric railroad in the same village; as everyone knows, Depew itself was founded and is still owned in the main by New York Central officials. There seems little doubt but that Mr. Clark has behind him in the Charlotte deal, W. Walter Webb and other Central officials, who are constantly dabbling in these outside ventures in the interest of the New York Central.

Not much actual progress has been made with the Charlotte deal to date and nothing may ever come of it, if the promoters cannot figure out a profit for themselves. But, on the other hand, there is a possibility that much more may be heard from the new company and inside of a year it may prove a very troublesome competitor for the city of Rochester.

So long as the company builds its water plant in the town of Greece and keeps its water pipes outside the city limits, Rochester officials will pay no attention to it officially. It can supply all the railroads and furnish water to all the big factories in the suburbs outside the city; it can make all the contracts it can get to supply water to Charlotte, Brighton, Fairport and Pittsford.

How Rochester May Be Interested.

But the point that may become of vital interest to the city is that if the deal goes through there is more than likely to be the effort made to pipe the water into Rochester and to undersell the city with the large factories here. When that point is reached, it is obvious that Rochester officials will wake up and have much to say.

Rochester has on its hands a very extensive and expensive water plant, which is bonded for millions. The city is planning to increase the water supply in the next five or ten years by acquiring Canadice Lake, constructing a third conduit and placing a new reservoir on Cobb's Hill, at an expense of several more millions.

As things are running at present, the water works system is the most valuable asset the city possesses. Not only does it pay all operating expenses, but has been paying interest at 7 per cent on about $4,000,000 bonds and interest at 3½-2 per cent on nearly $4,000,000 more. In addition to the payment of operating expenses and heavy interest charges, the city is gradually paying off its water debt out of the receipts. As soon as the 7 per cent bonds for $3,000,000 are retired next month, reducing the interest charges on these bonds $115,000 annually, it is expected that the saving will enable the city to pay $100,000 annually into a sinking fund that will in thirty years pay off the $3,000,000 bonded debt. Meantime, other payments are being made into sinking funds to take care of other water works bonds.

An Audacious Proposition.

It is asking much of the city to concede to a private corporation the right to lay its pipes in the city of Rochester and enter into direct competition with the municipal system. The plea is made that only the railroads and the big manufacturers will be supplied. In other words, all the company wants is the cream of the business. It is willing to take the big customers away from the city, who pay thousands of dollars a year into the treasury and to leave the city the private consumers, whose business is not so profitable.

The water rate in Rochester is 14 cents a thousand. This is not low for manufacturers. But considering the expense the city has undertaken to insure pure water and the general extension of the system on all the streets, regardless of the fact whether it pays to supply a particular street, so long as the people need it, the price of 14 cents a thousand is not high for the average consumer. It is only by dealing with all alike and maintaining a monopoly of the business that the average householder, who does not use more than 50,000 to 100,000 gallons a year, is enabled to get his water for 14 cents a thousand. If a private company pipes its water to all the big factories and takes away from the city its large customers, the result will be inevitably that in order to pay interest on bonds, maintain the system for the public benefit and keep up a sinking fund for the ultimate retirement of the bonds, that the price must be raised.

Plans of the Company.

The plan of the company as outlined is to run its pipes from Charlotte into the city along the tracks of the Charlotte branch of the Central. At Otis station there will be pipes branching off to supply the Buffalo, Rochester & Pittsburgh, and the Western New York & Pennsylvania roads. At the same time the lines will run out to Lincoln Park to supply the big factories in that section that have been erected and are now building. Another branch will be sent out to East Rochester to supply not only the railroad needs in that section, but the factories that are located in the vicinity.

It can readily be seen how a private company can easily and at comparatively small expense deliver water to these large customers and undersell the city by taking the cream of the business. This leaves the city to supply all the small householders, to make all the extensive connections and to lay big pipes in sections

...ing to pay $3,000 for the plant and to ... fresh water to the citizens of Charlotte ... at a less rate than they are now paying for it. There is a strong sentiment in the village, however, against the sale of the plant, and the offer has not yet been accepted.

The statement made by President Brewster at Monday night's meeting of the Common Council, that it would be a good thing for the city if another water company were allowed to come into Rochester, has excited a good deal of interest. Mayor Rodenbeck is opposed to the plan.

He stated yesterday that he was opposed to allowing any corporation to lay water mains within the city limits for the purpose of furnishing water to the factories or private persons. It has been stated that a corporation had secured an option on the Greenleaf property at Charlotte and was about to capitalize at $2,000,000 and start a waterworks plant for this purpose. Mayor Rodenbeck said:

"It does not seem to me to be wise to allow a private company to come into Rochester and supply water in competition with the city. The city now has control of the supply of water and should keep it.

"We have two systems in use in the city; one is the Holley system, built in 1873 at an original cost of $350,000. There are nineteen miles of distributing mains connected with this system and 300 fire hydrants. The water is taken from the river. The other system is the Hemlock, which has cost the city about $7,400,000. The first conduit was put in in 1875 and the second in 1894.

"Up to last year the expense of operating the waterworks system was more than the receipts from it. Last year the accounts about balanced. On January 1, $2,182,000 of 7 per cent water bonds will be refunded at 3 1-2 per cent interest, at a saving to the city of over $100,000. This year there is an excess of receipts over expenditures in the waterworks system of $10,000 or more. Next year, owing to the reduction in the rate of interest on the water bonds, there will be an excess of about $125,000. In other words, the waterworks system will net the city on the basis of the present charges for water $125,000 more than the cost of operation and maintenance. This means that the city will be in a position, if it chooses, to reduce the water rates.

"The rate now charged for domestic use is considerably below the average charged in other cities, while the rate charged for manufacturing purposes is above the average. It may be wise business policy for the city to enter upon a plan for reducing the water rates supplied to manufacturing establishments as far as improvements of the waterworks system will permit.

"Until now the city has not been in a position to make any reduction of its water rates, since for 26 years previous to 1900 the average yearly amount in excess of the receipts for operation, maintenance and interest was $123,368.89; that is, the city had to raise by tax that amount to make good the deficiency in the operation of its waterworks system. Now, however, the conditions are reversed and the city will realize an excess, or profit, so to speak, on the operation of its plant. It has taken a long time to justify this experiment in municipal ownership in the city of Rochester, but the justification has come at last.

"If other public utilities could be controlled by the city and operated at a like profit, a substantial reduction in taxes could be secured.

"Perhaps these public utilities could be operated by the city so as to pay all of the expenses of the city government. We should be careful in the future not to give away any more franchises and endeavor to secure from those which have been disposed of an adequate return for the privileges granted. If the returns from the right to operate a street railroad in the city and the right to furnish gas and electricity could go into the city treasury instead of into the pockets of private capitalists, substantial relief would be afforded to the taxpayers.

"Under these circumstances it seems unwise to allow a private company to come into the city and furnish water in competition with the city. If there is a demand for water from Lake Ontario for manufacturing purposes, the city will soon be in a position itself to establish a plant for that purpose. We now have the Genesee Valley Railroad bonds that might be disposed of for one-half million dollars and utilized for that purpose. In five years I believe the city debt will be such that should it be deemed advisable the city could establish a plant at Lake Ontario of its own. The city can be relied upon to take care of its manufacturing establishments more surely than a private corporation.

"Our experience with private corporations in the matter control of public utilities is that they secure from the public all the public will stand. The city now has an extensive waterworks system which is being operated at a profit to the city, and it should keep control of the business, reducing its rates for water as far as good business methods will allow and the interest of the city requires."

Must Go to Council Ultimately.

There are some things proposed by the company that Rochester can make no objection to. The city has no jurisdiction over any water pipes that do not enter the city limits, but certainly no private corporation can lay water pipes in Rochester on public streets or over a private right of way without securing a franchise from the city, duly approved by the Common Council and signed by the Mayor.

It was learned yesterday that the new company was preparing to ask the Common Council of Rochester for a franchise ultimately, although it may be some months before plans are consummated so that the company is ready to invade the city itself. There is a wide field of operation in the suburbs of the city and in the surrounding villages, but the field will not, it is believed, be found especially profitable unless the company can also do business in Rochester itself.

It has long been an open question whether it would not be advisable for the city itself to make some reduction in its rates to large consumers. As soon as the waterworks system is extended such a reduction may be made, but it is not to be expected that the city will permit private corporations to take the most profitable part of the business and interfere in a marked degree with its own plans of extension.

May Become Vital Municipal Problem.

While the whole deal may fall through, as negotiations are still in a chaotic state, there are seen the signs of possibilities that will make the issue suggested a very vital issue in municipal legislation in the near future; an issue of even greater importance and affecting wider interests than were threatened by the bitter competition between the Rochester Gas and Electric Company and the Citizens Light and Power Company.

TWAIN IS COMING

Humorist To Speak at Chamber of Commerce Dinner.

SOME OTHER GOOD THINGS, TOO

Herald Nov 11, 1902

President Brewster Announces That the Annual Banquet This Year Will Be a Hummer — Chamber Recommends Purchase of Warner Property for Park Purposes.

An interesting meeting of the Chamber of Commerce was held last evening. The chamber listened to the report of ex-President Ford on the proceedings of the fourth general meeting of the advisory board of the Commercial Museum of Philadelphia in relation to the extension of the foreign trade relations of the United States, and recommended the purchase of the Warner property by the city for park purposes. President Brewster also announced that Mark Twain would speak at the annual dinner of the chamber.

Mr. Ford gave an excellent summary of the business transacted at the museum meeting, together with a brief outline of the reports of the various committees.

The reports showed that the export trade of the world amounted to $10,398,-189,000 a year; the exports of the United States amounted to $1,468,373,470, and of this amount three-fourths was food stuffs, so that its export of manufactured articles only constituted about 5 per cent of the trade of the world.

Among the reports summarized was that of the committee on postage, which showed that the postal service of the United States for the transmission of merchandise was much inferior to that of some of the countries on the other side of the Atlantic. The limit in weight carried by the postoffice of the United States was four pounds; that of Great Britain 7 pounds. The cost of the four pounds in the United States postoffice was 64 cents; of the same weight in the British postoffice, 12 cents.

Mr. Ford said the museum was the only institution of the kind in the world. It had collected as exhibits the raw materials and manufactured articles of all countries of the world and had classified them. If a manufacturer desired to export goods to a foreign market he could go to the museum and acquire all the information he desired as to similar articles manufactured in the foreign market, their prices, etc.

At the conclusion of his report the matters suggested were referred to the proper committees of the chamber for action.

President Brewster then brought two important matters to the attention of the chamber, but action was only taken on one of them.

"I think," said he," that the members of this Chamber of Commerce should take an active interest in what is going on here in the city and take such action as seems best for the interests of Rochester.

"We have noticed within the last few days, that a new water company proposes to come here for the purpose of bringing water to this city from Lake Ontario. You know that we have been agitating in this Chamber durnig all these years the question of water rates charged by the city. It has been a promi-

MAYOR OPPOSES IT

Herald Nov 12, 1902

Against the Establishment of New Water Company.

CITY SHOULD KEEP CONTROL

Says Experience With Private Corporations Is That They Secure From the Public All That the Public Will Stand — Offer of Purchase of Charlotte Water Plant.

Promoter Clark of Buffalo, who is looking after the interests of the capitalists who propose to establish a big waterworks plant at Lake Ontario to bring water to this city, has had a conference with the trustees of the village of Charlotte. It is understood that he raised his offer of a few days ago to purchase the Charlotte waterworks plant for $3,000, the capitalists now being

WILL BUY COBB'S HILL

Herald Nov. 12, 1902.

Council Adopted Resolution Directing Commissioner McClintock To Secure Reservoir Site

---Private Company Wants the Hill Also.

The Aldermen washed their hands of the Cobb's Hill site matter last night, promptly passing the ordinance introduced by Alderman Judson, directing that the Commissioner of Public Works proceed to obtain title to the property without delay, either by purchase or by condemnation proceedings. The ordinance passed the council by a vote of 15 to 2, the two Aldermen opposing being Hart and William Ward. It is now up to the other branch of the municipal government to do business.

The joint committee of the council, composed of the members of the Finance and Waterworks Committees, made a report on September 9, recommending the acquisition of Cobb's Hill as a site for a new reservoir in preference to the site on Klinck's Hill. The committee stated that the cost of the land on which options had been obtained on Cobb's Hill was $170,000, while the additional cost of a reservoir and pipe, with a capacity of 50,-000,000 gallons would be $572,000. This would be at the rate of $9,743 per million gallons capity.

The cost of the land on Klinck's Hill was $21,000, and the cost of the reservoir, which would have only a capacity of 36,-000,000 gallons would be $346,000, making a cost of $14,111 per million gallons capacity. Under the circumstances, the committee unanimously favored Cobb's Hill site.

The further recommendation was attached to the report that unless more satisfactory prices could be obtained for the land on Cobb's Hill than $110,000 that the Commissioner of Public Works condemn the property. Under the resolution adopted by the council last night, the commissioner has the power to buy the land, subject to the approval of the board of estimate, or to institute condemnation proceedings.

The understanding on the part of the Aldermen is that the property will be condemned, as the city is in no special haste to get possession of the land; simply to ensure that the excavations of sand be stopped and that no private purchaser get possession. As soon as the proceedings are started to take the property for waterworks purposes, that will give the city sufficient possession and control of the land to prevent any other use of it before the court proceedings are ended.

Alderman Judson, as stated in The Herald yesterday morning, was stirred up to urge immediate action by reason of the activity of the new water company. On the floor of the council last night he made some interesting disclosures on the subject of the private corporation that is planning to operate in Charlotte, Rochester and vicinity.

The reason urged by the Alderman for action last night was the fact that the property owners on Cobb's Hill, he said had been approached by the managers of the private water company, men who also represented the New York Central Railroad, with an offer to buy the hill, on which the reservoir of the private company would be situated.

The Alderman also stated that he had had a conference with the president of the village of Charlotte, Peter M. Schwartz and some of the trustees of that village and had been informed positively by them that the village had received an offer from the private company to buy the waterworks system of Charlotte and that a price had been named by the promoters of the deal.

After Alderman Judson made these statements, there was no hesitation on the part of the council in taking immediate action last night to start proceedings on behalf of the city to acquire the Cobb's Hill property.

None of the city officials who will have charge of the negotiations for Cobb's Hill could be seen last night, but from previous expressions of opinion, there is not much doubt but that they will favor condemnation proceedings as recommended by the council and will not undertake to buy the property at the figures named in the options.

NEW BONDS

A Serious Dispute Between Officials.

COUNCIL HOLD UP

Refunding of $3,000,000 Water Bonds Delayed.

THE TWO PLANS ADVOCATED

Herald Nov 12, 1902

Important Matters of Financiering Brought Before Council Last Night —Rochester Railway Company Presents Formal Petition for Double Track on South Avenue, Near Main.

The ordinance to authorize the issue of $3,000,000 bonds to refund the waterworks bonds was presented to the council last night, as drafted by Mayor Rodenbeck and Corporation Counsel Sutherland. In form, it differs from any ordinance that has been heretofore suggested and there is indication that a serious dispute is brewing among the city officials over the matter.

At any rate, Alderman Judson, who introduced the ordinance last night, as chairman of the Finance Committee, did not ask for its passage, but on the contrary requested that it lay on the table for two weeks, for investigation. After the meeting, Alderman Judson intimated that he was not satisfied with the ordinance and that it would probably be amended before it went through the council.

It is understood, too, that Comptroller Johnston is strongly opposed to the form of the Mayor's ordinance and while he was exceedingly anxious at the outset that the ordinance be passed last night, so that he could hold the bond sale on December 3, he was not so anxious as to desire its passage in the form it came from the Mayor; in fact, it might be surmised that it was owing, in part at least, to Mr. Johnston's objections, that the ordinance was held up two weeks.

The delay will prevent the bond sale on December 3, but there is no real haste, as the money is not needed until December 20. But if there should happen to be a stubborn fight made on the ordinance at the next meeting the financial interests of the city might suffer. It is scarcely to be expected, however, that in a matter of such vast importance, involving the default on $3,000,000 bonds by reason of the failure to have the cash on hand for their payment when due, a squabble between city officials can be carried to the extreme as to jeopardize the city credit.

What the Dispute Is About.

The difference of opinion is in a nut shell; and it will be seen to be a difference of considerable importance. The ordinance drafted by Mr. Sutherland with the Mayor's approval, provides that the bonds shall be payable at the end of thirty years from date "but that each of said bonds shall, nevertheless, be redeemable, at the option of the city of Rochester, at any time after ten years from the date thereof.

"In other words, this will make the bonds, in effect, ten year bonds, with the option to extend the time of payment to thirty years. There is nothing to bind the city to pay any portion of the bonds at any time before thirty years or to make any specific payments annually into a sinking fund. If the city authorities wished, not a dollar need be accumulated for a sinking fund and no arrangements need be made for their payment until the end of the thirty years.

Johnston Opposes Mayor's Plan.

The Comptroller insists that ten year bonds, with an option of extension to thirty years cannot be sold to the best advantage in the market. He insists, further, that definite provision should be made to insure that the bonds will be paid at the end of thirty years, in accordance with what he claims was the intent of the special legislative act, authorizing the refunding. Inasmuch as Mr. Johnston drew the legislative act, he certainly ought to be an authority on the "intent" of the law.

The legislative act provides that the bonds shall be issued in installments of $500,000 each to fall due at the end of each five years from now until the last installment is due in thirty years. This will require an annual payment of $100,-000 into the sinking fund. As the city will save annually $115,000 in the difference in interest between 7 and 3½-2 per cent, the argument is, that by continuing to pay in the future only what has been paid on the bonds in the past, they can be retired without increasing the cost to the taxpayers.

Mayor's Side of the Case.

The Mayor thinks, in view of the large prospective appropriations that must be made soon for increasing the water works system, the city should not be bound to pay any definite sum or to retire any certain amount of bonds until the end of thirty years.

This difference of opinion involves a radical difference in financeering methods, looking thirty years ahead, and the Aldermen will examine the question very carefully before passing judgment on the matter.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

CONFERRED WITH VILLAGE BOARD

WATERWORKS PROMOTERS AT CHARLOTTE.

AS TO RIGHT TO LAY MAINS

Proposed Company May Undertake to Enter Village and City Without Even Attempting to Secure Permission From the Authorities.

W. C. Mingle, a promoter of the proposed waterworks company, was a very busy man yesterday. He and George K. M. Clark, also interested in the enterprise, disappeared from the corridors of the Powers Hotel at an early hour last evening, and were soon in the village of Charlotte. There they were closeted for two hours and a half with the village trustees and the president.

The meeting was supposed to have been held, it is said, without the knowledge of the residents of the village, it being thought advisable to discuss the matter as thoroughly as possible in private before making the facts known to the people. There will be enough discussion then, it is thought, no matter how much may be begun and disposed of beforehand. At the end of the conference, which was held at the Genesee Hotel, a man on leaving was asked what had been done at the meeting.

"Nothing definite," said he, as he passed on.

It is known, however, that several matters of importance came up for consideration. For instance, Mr. Mingle stated that the talk heard soon after the intended enterprise was discovered was all bosh. He stated that no proposition of any kind had been made to the village save the very simple one of telling the trustees that the new company would like to buy the village waterworks plant. He informed the board that in the course of the next week or ten days he would be able to submit a bona fide bid for the waterworks plant.

The idea that several concessions would be made the village in the event of the sale he said was without foundation. The company had no idea of making any such concessions as those which have been suggested. His offer, when it is made, will embody a statement of the amount of money the company will be willing to pay Charlotte for the plant, and will include a definite proposition on the matter of the few, if any, concessions that the company will be prepared to offer.

The representative of the enterprise further stated that other erroneous rumors had been placed in circulation. Among them, he said, was the idea that the new company desires to purchase the village electric light plant, and would agree to furnish the village with light at a reduced rate for the privilege of purchasing the plant. Mr. Mingle said that his company never had any desire to buy the light equipment. He stated, however, that if the Charlotte taxpayers wished to sell that plant also, he would find a buyer for it. But the buyer would not be the company which is to undertake the waterworks enterprise.

The statement of Mr. Mingle that the company would pay the amount which the waterworks plant has cost the village is one which will prove of interest. The fact of the case is that there is $45,000 worth of waterworks bonds upon which nothing has been paid, but the time will soon be here when a payment must be made. Some of the citizens seem to think that it would be a wise policy to sell the plant and get out even.

Other citizens take the opposite view of the matter. Some hold that municipal ownership of the waterworks and electric lighting plants has not been given an adequate trial. The plants have not been run to the best advantage. It is asserted that the employment of an expert superintendent would soon demonstrate the success which it is possible for municipal ownership to achieve.

It is said that Mr. Mingle made a statement of no little interest at last night's meeting, in regard to the probable action of the company in case the village should refuse to sell the plant. It is reported that Mr. Mingle assured the men present that, under such circumstances, they should expect to find the new company entering into competition with the municipal waterworks in the matter of furnishing water to local manufacturers. He said that the new company has the right to enter the village along the lines of the railroads, and can lay mains to private industrial establishments without going through the formality of securing a charter or franchise from the village. This, he hinted, was what he held the rights of the company in the city to be also.

With regard to the pumping station under discussion, it was built at the same time the electric lighting plant was erected, three years ago, the two costing in the neighborhood of $41,000. It is said that, under the conditions that have existed, the plant has not been a losing venture. The increase in the cost of materials since the plant was built is said to be about 50 per cent. The pumping station and the lighting plant are practically one.

Mr. Mingle returned to the Powers Hotel from Charlotte at 10:30 o'clock last night. He would see the press representative at some other time. "I have nothing to say, anyway," said he.

ANNUAL DINNER OF THE CHAMBER

Nov 14/02

A Strong List of Speakers Secured For the Occasion.

TICKET SALE LIMITED

Mark Twain, General Funston, Job E. Hedges and F. P. Sargent to Speak.

The Chamber of Commerce is preparing for its annual banquet, which is set down for Dec. 18. The speakers will be Samuel L. Clemens (Mark Twain), General Frederick A. Funston, U. S. A., Hon. Job E. Hedges and Hon. Frank P. Sargent.

This is a remarkable list of prominent personages to be heard at one time in this city. Mark Twain is noted all over the world for his humor, as is General Funston for his bravery in battle and his rapid promotion. Hon. Frank P. Sargent, Commissioner of Immigration, was formerly the head of



GEN. F. A. FUNSTON.

the union of locomotive firemen, and Job E. Hedges, formerly of Rochester, is now a brilliant New York attorney. He spoke here under adverse circumstances during the recent campaign.

The speaking will commence at 8:45 p. m., and will conclude at 11 p. m.

The dinner will be held in Colonial Hall on St. Paul Street. Preceding it at 6:30 a reception will be held. The sale of tickets for the event will be limited to 400, at $5 each.

Nov 14 1902

PLANS FOR THE ANNUAL BANQUET

SARGENT, HEDGES AND GEN. FUNSTON TO SPEAK.

INVITATIONS ARE ISSUED

Officers of Chamber of Commerce Will Take Lots of Time and Have Arrangements Perfect — Mark Twain to be Principal Speaker.

Officers of the Chamber of Commerce, in preparing for the annual dinner on December 18th, are taking good care that there will be no hustling to get ready, either on their part or on the part of the guests. The invitations were mailed last night, more than a month in advance of the banquet, and the signers excuse their apparent haste by saying that every arrangement will likely be completed long before the time of the banquet and much confusion will be obviated thereby.

The other preparations for the banquet have not yet been begun. Covers will be limited to 400 and all of the other details are fixed so that no matter when the officers begin to work a system can be followed and the labor lightened materially.

The invitations sent out last night were addressed to members of the Chamber of Commerce only. On account of the eminent speakers that have been secured, it is likely that nearly all of the members will accept. Mark Twain, the humorist, will be the principal speaker, but associated with him will be General Funston, Hon. Job E. Hedges and Hon. Frank P. Sargent. Seldom before has such an array of speaking talent been assembled for the entertainment of Rochester citizens.

The invitation of the Chamber follows:

Dear Sir: Taking into consideration the fact that in past years the major part of the arrangements for the annual dinner of the chamber have been crowded into the week preceding the dinner, much to the discomfort of all concerned, it has been decided this year to begin in time, that there may be no hurry at the last moment; that the seating can be better arranged, and that a diagram of the tables showing where each guest is seated can be in the hands of each gentleman present. This course, pursued at all important public functions, has proved a great convenience, and will be inaugurated for the first time in Rochester at the forthcoming dinner.

It is believed that the fifteenth annual dinner of the chamber will not only be as satisfactory in every way as those which have preceded it, but that it will be just a bit better; that being the aim of those who will have the dinner in charge, and who have several new features to present.

The dinner will be held on the evening of Thursday, December 18, 1902, in Colonial Hall, St. Paul street, recently enlarged, rebuilt and redecorated at an expense of $16,000, making it an ideal place in which to give a banquet on an extensive scale.

The time of the reception is fixed at 6 P. M. and the dinner will be served by Teall, promptly at 6:30, that the speaking may begin not later than 8:45, and everything be concluded at 11 o'clock.

The list of speakers will be men of national reputation:

Mark Twain, (Samuel L. Clemens).
General Frederick A. Funston, U. S. A.
Hon. Job E. Hedges.
Hon. Frank P. Sargent.

Everybody knows "Mark Twain," the world's greatest humorist.

General Funston, who has risen through sheer force of merit, from the ranks to his present high position in the army of the United States.

Job E. Hedges, the brilliant attorney of New York city, one of the best after dinner speakers in the country.

Hon. Frank P. Sargent, now, by appointment of President Roosevelt, commissioner of immigration, and who did more than any one man in aiding the President, while arranging his arbitration board, which is now considering the coal situation in Pennsylvania. His address on "Arbitration," before this corporation last winter, was universally conceded to be the best exposition of that subject ever delivered in Rochester.

Other speakers of equal merit are being arranged for, so that in case anyone should, through unforeseen circumstances, be unable to be present, there would be no lack of good material on hand.

The price of the tickets will be $5, without wine, and but 400 will be sold.

This preliminary announcement is sent to members of the Chamber only, who have the privilege of inviting guests. It is believed that the seats will all be taken without inviting the general public. We have a remarkable list of speakers, and we have cut down the number of guests.

It is therefore important that you arrange for what tickets you desire at once.

It is earnestly requested that the members of the Chamber co-operate with its officers in bringing about a much-needed promptness. Will you do your part and do it now?

Please remember that—

When 400 tickets are disposed of, no more will be sold. One hundred have already been spoken for.

Dinner will be served promptly at 6:30 P. M.

Speaking will begin at 8:45 P. M.

Speaking will conclude promptly at 11 P. M.

All can be at home before midnight.

Enclosed please find postal card, which kindly fill out at once and return.

Yours very truly,

HENRY C. BREWSTER, *President.*
JOHN M. IVES, *Secretary.*

Dochester, November 12, 1902.

PRELIMINARY ANNOUNCEMENT
IN REFERENCE TO THE

Fifteenth Annual Dinner
of the
Rochester Chamber of Commerce

DEAR SIR:

Taking into consideration the fact that in past years the major part of the arrangements for the annual dinner of the Chamber have been crowded into the week preceding the dinner, much to the discomfort of all concerned, it has been decided this year to begin in time, that there may be no hurry at the last moment; that the seating can be better arranged, and that a diagram of the tables showing where each guest is seated can be in the hands of each gentleman present. This course, pursued at all important public functions, has proved a great convenience, and will be inaugurated for the first time in Rochester at the forthcoming dinner.

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HON. JOB E. HEDGES.
HON. FRANK P. SARGENT.

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Yours very truly,

JOHN M. IVES, *Secretary.* HENRY C. BREWSTER, *President.*

Rochester, November 12, 1902.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

ROCHESTER, N. Y., ... 1902.

J. M. IVES, Secretary,
Rochester Chamber of Commerce.

Please reserve for me ..... tickets for the Fifteenth Annual Dinner of the Chamber, to be given in Colonial Hall, Thursday evening, December 18, 1902, at $5 each.

Yours truly,

Nov. 15/1902.

ER DEMOCRAT AND CHRONICLE, SAT

COMMITTEE TO WAIT ON MAYOR

WILL ADVOCATE SECOND WATER SYSTEM.

PROMINENT MEN FAVOR IT

Indorsed by Many at Genesee Valley Club Luncheon Yesterday Afternoon—Promoters Say Water Can be Supplied at 6 Cents a 1,000.

Luncheon was given yesterday afternoon at the Genesee Valley Club to a number of prominent citizens, in order that S. Q. Mingle, of New York city, promoter of the proposed new waterworks company, might bring its plans before them for discussion. The invitations were issued by Edward Harris, of Harris & Harris, who are attorneys for the water corporation. The names of those present follow:

Edward Harris, Judge John M. Davy, Frederick Cook, John N. Beckley, Lewis P. Ross, Arthur G. Yates, Albert H. Harris, George Eastman, Daniel B. Murphy, William C. Barry, George W. Archer, Frank A. Stecher, William G. David, George K. M. Clark, Michael Doyle, Edgar N. Curtice, John E. Morey, John M. Ives, S. Q. Mingle, Edward W. Peck, Rufus K. Dryer, Eugene T. Curtis, Rufus A. Sibley, William H. Mathews and Henry C. Brewster.

The question of having the new waterworks company come to the city was discussed by Edward Harris, Judge Davy, W. C. Barry, Henry C. Brewster, Eugene T. Curtis, George Eastman and L. P. Ross. All those who spoke were heartily in favor of the plan, and there was no one who expressed an opinion adverse to the company's establishing a plant to supply the railroads and manufacturers.

Benefits to the City.

It was argued by those present that a plentiful supply of good water would prove of incalculable benefit to the city; that it would be of great advantage to the manufacturers already located here and would aid materially in bringing other concerns to Rochester. It should be the policy of the city, it was said, to offer every reasonable advantage to manufacturers to come to it. The matter of competition with the municipal plant was not a serious one, it was said, when the benefits to be derived were considered.

The necessity for restricting the water supply had already arisen on occasions, it was said, and, considering the present growth of the city, the problem of supplying manufacturers with water was likely soon to be one that could not be easily solved. A committee was appointed to wait upon the Mayor in the interests of the new company. It is composed of Henry C. Brewster, chairman; Lewis P. Ross, Daniel B. Murphy, Rufus A. Sibley and Rufus K. Dryer.

Mr. Mingle was introduced by Edward Harris, who said that he had come to him with the very best credentials and that Harris & Harris were attorneys for the proposed water company.

Mr. Mingle first spoke of the manner in which he had become connected with the New York Central Railroad Company. He was, he said, general manager of the Depew Improvement Company, the Executive Board of which was composed of Chauncey M. Depew, W. Seward Webb, J. L. Morgan, H. McK. Twombly, H. Walter Webb and John Jacob Astor. He then went on to state that he had found the main difficulty at Depew to be a lack of water; that the artesian wells at that place had given out, so that when water was required it was not possible to supply it in the quantities needed. He had made arrangements, in spite of many difficulties, he said, to pump water uphill from Lake Erie, and had been entirely successful. The company which he had established there had since become a gigantic concern, known as the Western New York Water Company, capitalized at $5,000,000.

Statement by Mr. Mingle.

"In consequence of the success of this plant," said Mr. Mingle, "and the fact that the New York Central was daily supplied with a large quantity of water it needed, ably reduced rates, I was invited to look into the Rochester proposition by the officials of the road. The first thing I did was to consult the American Pipe Manufacturing Company, of Philadelphia, the largest builders of water pipes in the United States, to look over the ground. They sent their engineer here. He examined thoroughly into the question and found it perfectly practicable.

"The next thing was to make sure of the money, and I may say that every dollar necessary to build this plant has been provided.

"We have no desire to enter into competition with the city of Rochester. Our wish is to work amicably and loyally in the interests of the city, by helping it to secure a number of new factories, which could locate on the lines of the railroads where the pipes will be located."

The speaker then went on to say that he had had a wide experience in his management of the Depew plant. There was, he said, a silk mill that he could have located at Depew, but it had been found that that place could not supply more than 400 women and girls who could be relied upon, while the concern needed 2,000 hands. The company could not be secured for Depew, said Mr. Mingle, but he had had an interview with its managers last week and they had informed him that, if they could secure cheap water in Rochester, that city would suit them admirably, since there was no doubt as to the possibility of being able to get all the labor needed. He also asserted that he could through the company be of great assistance to the city in securing other factories for it.

Requisites for a Water Plant.

"There are three things necessary," said the speaker, "in the building of a water plant. In the first place, an abundant supply of water is imperative. Next, it is necessary that the water shall be of the best possible quality procurable. Samples of water from Lake Ontario, taken 3,500 feet from the shore, west of the corporate limits of Charlotte, have been submitted to Dr. S. A. Lattimore, of this city, and the result of the analysis shows that, when properly filtered, it will be of excellent quality for all manufacturing purposes. Dr. Francis White, of New York city, corroborates this conclusion, as do also the analysts for the Girard Trust Company, of Philadelphia, and the American Pipe Manufacturing Company. All of these analysts pronounce the water to be of excellent quality. Then, you must have money to build the plant with, and this has been absolutely secured.

"The citizens of Rochester are to be congratulated because of their excellent potable water for domestic purposes, taken from Hemlock lake. Our company does not seek to sell a single gallon of water for domestic purposes, but we are seeking permission of this city to sell to manufacturers along the line of the railroad, cheap water, within a limited territory adjacent to the railroads, as may be agreed upon in the discretion of the authorities."

George K. M. Clark, who was conducting negotiations in the city before the arrival of Mr. Mingle, said last night that the company would take from the yearly income of the Water Bureau only $30,000 besides the amount paid by the Central Railroad Company. The Central, he said, had already made a contract with Mr. Mingle, to be supplied with water. The formation of the company was almost complete. The next step, said he, would be its incorporation.

Results in Depew Cited.

"To show how such a plant as it is the purpose of this company to build operates for the benefit of a city," said Mr. Clark, "it will only be necessary to look at the result in Depew. Here a water plant was built and the line of the mains extended to Kenmore. Within two years there were eight new factories located along the line of these mains. In these factories 2,000 men were employed."

When asked as to the probable price at which water could be supplied manufacturers by the proposed company, Mr. Clark said:

"The company will be able to make contracts with manufacturers to supply a limited quantity of water at 10 1-2 cents a thousand gallons. All they take over the minimum can be supplied at 6 cents.

It was stated last night that the plant will not be built in Charlotte under any circumstances. The purpose now is to locate it on the Greenleaf farm, west of

HERALD, MONDAY,

CITY MUST SAY

Problem Presented by New Water Works Department.

NO DOG-IN-MANGER POLICY

If City Refuses Franchise to Private Company That Seeks To Supply Factories and Railroads at Low Rates, City Ought To Be Prepared To Give as Good Rate Itself.

The construction of a private water plant on the shores of Lake Ontario to supply water to the railroads and big factories of Rochester at reduced rates, seems not to be assured. There was some mystery for a time as to the backing of the new company and its promoters, but in the last few days the promoters have been frank in disclosing their plans and disclosing their identity. There is no longer any question but that the incorporators of the new company are high officials of the New York Central road and that the company will be to all interests and purposes a Central enterprise.

The capital stock of the new company will be $2,000,000 and it is stated that no effort will be made to sell any stock in Rochester, all the money for the construction and extension of the work being contributed in New York. All that is asked of Rochester is a franchise to run the water pipes in the city to connect with the factories and railroads, which are secured as customers.

S. Q. Mingle, the engineer in charge of the work, gave out an interview outlining more in detail the plans that were first semi-officially promulgated at a dinner at the Genesee Valley Club on Thursday afternoon to prominent business men. Mr. Mingle says:

"What we want to do is to supply the railroads and large manufacturers who use great quantities of water, and we can do this at about one-third what they are now paying. I shall return to New York to-day, but will return to Rochester on Wednesday and probably remain until the plans for the Rochester & Lake Ontario Water Company are completed.

"Headquarters will be opened up in this city immediately, probably with Mr. Clark in charge. We expect to commence work on the plant as soon as the frost is out of the ground in the spring. The American Pipe Manufacturing Company of Philadelphia, which owns and operates water plants in 41 cities and towns, will have charge of putting in the Charlotte pumping station and laying the pipe line to this city. The line will probably come in along the Rome, Watertown and Ogdensburg road to the New York Central tracks, along which it will run to the Buffalo, Rochester & Pittsburgh lines. In this way the pipe line will reach all the principal factory sites.

"It is proposed to establish the pumping station on the Greenleaf farm, west of Charlotte. The machinery will be the very latest and the entire plant one of the largest and most complete ever erected. When completed I expect the plant to run successfully for a hundred years with no very great changes. We are going to run an intake pipe out in the lake 2,500 feet and at that distance it will be from twenty-four to forty feet below the surface. This will insure our getting the best of the lake water, while our filtering machinery will purify it to such an extent that it will be equal to the water used in any of the large cities.

"A twenty inch pipe line running along the railroad tracks will bring the water to Rochester, where we hope to secure some suitable site for a reservoir that will hold from 5,000,000 to 8,000,000 gallons of water. Owing to modern machinery and powerful pumps a reservoir of this size would be sufficient to supply the city. There were times when unless a water company had a reserve lake or two situated on high ground it would be unable to supply any great amount of water, but all this has been simplified by modern pumping methods. Our station at the lake will be capable of pumping 8,000,000 gallons a day and by having a duplicate or twin pump stationed there all danger from breakdown or accident will be avoided.

"Even should the city of Rochester sell its water to manufacturers at the low rate we propose to charge it would only be a matter of a very limited time before the supply would run so low that in case of fire or a severe drouth the supply would be exhausted and manufacturing interests would be damaged. Of course, if we are unable to secure a suitable spot for a reservoir on high grounds in or near the city, our plans would have to be changed to some extent, but I anticipate no great trouble in this respect. All we ask for is the general good will of the city officials and business men. We understand the water supply perfectly and have capital enough behind us to assure its success."

This company presents a problem to the city officials to solve, regarding which there promises to be a wide difference of opinion. The company may sell all the water it can outside the city limits, and make all the contracts it can get with the neighboring villages, but it cannot do much business in Rochester until it gets a franchise from the Common Council, approved by the Mayor. Such a franchise will be asked in the near future as soon as the incorporation papers can be perfected. The company will be incorporated and the franchise asked before the end of the year.

At the Genesee Valley Club dinner a committee was appointed to wait on Mayor Rodenbeck and to urge on him favorable consideration of the new plan. This committee consists of Henry C. Brewster, Lewis P. Ross, Daniel B. Murphy, Rufus A. Sibley and Rufus K. Dryer. This conference, it is expected, will be held at the Mayor's office to-day.

Mayor Rodenbeck has already given out a formal statement to the press, to the effect that he was opposed to granting a franchise to a private company to compete with the municipal water system inside the city limits. There has been developed, however, a decided sentiment among business men in favor of encouraging the new company, on the ground that the company will be supplying a demand that the city cannot supply; that by cutting the rate to big consumers, it will greatly encourage manufacturing enterprises and materially aid the city.

Whether these considerations that will be strongly urged on Mayor Rodenbeck by the committee of business men who will call on him to-day will convince him of the advisability of favoring the new company and approving a franchise remains to be seen. At any rate a question is presented to which there are two sides and a spirited discussion is promised before a decision is reached.

The council at its meeting last Tuesday night adopted the ordinance directing the Commissioner of Public Works to negotiate for the Cobbs Hill site for a new water reservoir. The Mayor has ten days in which to approve the council proceedings and he has not yet given his approval to this ordinance, holding it back for further investigation and consideration. Until the ordinance is approved, Commissioner McClintock has no power to do any work under it. The approval of the ordinance by the Mayor will of course commit him to the project and insure the approval of the board of estimate later when the question of the purchase comes before that board.

If the city is prepared to go ahead immediately with its plans, not only buying a new site, but constructing a new reservoir on Cobbs Hill and acquiring the shores of Canadice Lake, the total cost of which will fall not far short of $800,000, then there will be basis for the objection to permitting a private company to compete with the municipal system; but if the city is not prepared for years to furnish the water that is needed at as low a rate as a private corporation offers to sell it, it is not likely that public sentiment will sustain a dog-in-the-manger policy.

DIDN'T WARM UP TO COMMISSION

UTICA MEN CRITICISE ITS BUSINESS METHODS.

VERY RAPID "FIELD WORK"

Description of the Visit to the Mohawk Valley of the Commission Appointed by the Governor to Investigate Flood Conditions.

According to reports, the New York State Water Storage Commission did not create a favorable impression on its recent trip along the Mohawk valley, and the various business men who formed the committees that met the members of the commission are wondering what good can be accomplished rushing along the line of a railroad and spending a few minutes in each place where the train happens to stop.

In Rochester and the Genesee valley in general practically all of the work of collecting flood data was done by local committees. In this city Mayor Rodenbeck and the Chamber of Commerce carried on this work with vigor, with the result that a great deal of information bearing on flood conditions along the Genesee will be embodied in the report to be submitted to the Legislature by the state commission. How well the ground would have been covered if this work had been left to the state commission is a question that those who are interested in bringing about improved conditions in this region do not care to discuss.

It is apparent that no work of this kind was done in Utica. The Utica Observer, reporting the incidents of the state commission's visit to Utica and other points along the Mohawk valley, says:

"At the last session of the Legislature this commission was created with an appropriation of $5,000 to inquire into the cause of floods throughout the state, and to make a report and recommendations to the next Legislature. The public generally viewed the creation of this commission with suspicion, regarding it as a form of junket or a curtain raiser for something else. And notwithstanding press reports to the effect that the commission was doing "much" work, and had accomplished "a great amount of work on half the appropriation of $5,000 which had been made for it," the impression which the commission made in Utica yesterday was not out of harmony with the opinion that prevailed broadcast at the time of the passage of the law.

"A few days ago Mayor Talcott received a letter from the secretary of the commission to the effect that the commission would, on Wednesday at 11 A. M., leave Albany on a special train and proceed West, the Mayor to give notice if a committee were to meet the commission. Arrangements were made for a committee from the Mohawk River Commission and the Common Council to meet the Water Storage Commission, and when, at 3.30 yesterday afternoon, a single coach, drawn by the Central-Hudson inspection engine Mohawk pulled into the station, there were present Mayor Talcott, Corporation Counsel Gibson, City Engineer Schultze, Assistant City Engineer E. D. Rich, William S. Bacot, engineer and general manager of the Consolidated Water Company; Stephen E. Babcock, engineer for the Mohawk River Commission; Alderman William F. Hayes, Robert S. Horton, United States and state resident hydrographer, and others. William E. Lewis and M. Jesse Brayton met the special at Herkimer and came on to this city with it.

"The Mayor presented the Utica delegation to such members of the commission as were present, and then there was nothing doing. A reporter of the Observer asked upon the arrival of the train what the programme was to be, and he was informed that there was no programme, that the commission was to go to Rome, and everyone was invited to go with it. Assuming that the objects of the visit might be accomplished en route, Messrs. Hayes, Schultze, Babcock, Bacot, Rich and others boarded the train, and 15 minutes after arrival it pulled out for Rome.

"On the way the secretary passed around the cigars, and told what the commission was doing. He said that in May the commission sent out circular letters asking for information. The results were not altogether satisfactory. The state was divided into four divisions. One division embraces a large part of the Mohawk valley. Two members were assigned to each division. These commissioners, he said, first visited each division and local committees were appointed. Finally the commission as a whole commenced a tour of the four districts. The trip through the Mohawk valley completed the field work of the commission. Mr. Bates said that the commission asked local authorities to submit to them reports on floods, and these will be considered when the commission prepares its report, which is to be presented to the Legislature on January 1st.

"The impression which the Water Storage Commission made in this city sustains the reputation which it gained in advance of its organization. Here were a large number of busy men called from their duties to meet a commission, prepared to give to it every assistance possible. Here, too, is an important part of the Mohawk flood plain, a place where thousands of acres are annually inundated, where important streams fall into the river, and where the municipality is spending a large sum of money in an effort to reclaim lands and abate the flood loss—and behold the approach of the thorough-going, scientific committee. It approaches with a flare of trumpets, stops briefly, invites a delegation to ride with it to the next town, and then shoots back to Albany, having completed its 'field work.' There was no suggestion of getting down to business either by oral or personal inspection. As the situation was in Rome the commission could not very well have avoided looking at the flood district.

"The trip of the Water Storage Commission through the upper valley of the Mohawk suggests comedy rather than science and industry; nonsense rather than method. Eminent names are printed on the roll of membership, and the commission may be one of the most scientific and valuable institutions ever gotten together in the state of New York, but at the head waters of the Mohawk the preponderance of symptoms would not bear out such an assertion."

WATER COMPANY INCORPORATION

ARTICLES TO BE FILED IN ALBANY SOON.

PLANS NEAR PERFECTION

To be Known as Rochester and Lake Ontario Water Company—Promoter Mingle Says Almost Everything is Arranged For.

The plans of the proposed new water company, which, it is understood, will be called the Rochester and Lake Ontario Water Company, have reached that stage where one of the next steps to be taken will be its incorporation. It is said that articles of incorporation will be filed at Albany within thirty days. Before this is done, it is probable that S. Q. Mingle, the promoter of the company will ascertain definitely whether he will be allowed to lay mains through the city and supply manufacturers along them with water.

Mayor Rodenbeck was seen yesterday, but declined to make any further statement until the committee appointed at the luncheon at the Genesee Valley Club Friday afternoon had presented its views. This committee, composed of Henry C. Brewster, Lewis P. Ross, Daniel B. Murphy, Rufus A. Sibley and Rufus K. Dryer, favors the coming of the new company.

Mr. Mingle went to New York yesterday and will not return until Wednesday. His private secretary, George K. M. Clark, is also absent for a few days. In giving details of the company's purposes, Mr. Mingle said yesterday:

"What we want to do is to supply the railroads and large manufacturers who use great quantities of water, and we can do this at about one-third what they are now paying. I shall return to New York to-day, but will return to Rochester on Wednesday and probably remain until the plans for the Rochester & Lake Ontario Water Company are completed.

"Headquarters will be opened up in this city immediately, probably with Mr. Clark in charge. We expect to commence work on the plant as soon as the frost is out of the ground in the spring. The American Pipe Manufacturing Company of Philadelphia, which owns and operates water plants in 41 cities and towns, will have charge of putting in the Charlotte pumping station and laying the pipe line to this city. The line will probably come in along the Rome, Watertown and Ogdensburg road to the New York Central tracks, along which it will run to the Buffalo, Rochester & Pittsburgh lines. In this way the pipe line will reach all the principal factory sites.

"It is proposed to establish the pumping station on the Greenleaf farm, west of Charlotte. The machinery will be the very latest and the entire plant one of the largest and most complete ever erected. When completed I expect the plant to run successfully for a hundred years with no very great changes. We are going to run an intake pipe out in the lake 2,500 feet and at that distance it will be from twenty-four to forty feet below the surface. This will insure our getting the best of the lake water, while our filtering machinery will purify it to such an extent that it will be equal to the water used in any of the large cities.

"A twenty-inch pipe line running along the railroad tracks will bring the water to Rochester, where we hope to secure some suitable site for a reservoir that will hold from 5,000,000 to 8,000,000 gallons of water. Owing to modern machinery and powerful pumps a reservoir of this size would be sufficient to supply the city. There were times when unless a water company had a reserve lake or two situated on high ground it would be unable to supply any great amount of water, but all this has been simplified by modern pumping methods. Our station at the lake will be capable of pumping 8,000,000 gallons a day and by having a duplicate or twin pump stationed there all danger of breakdown or accident will be avoided.

"Even should the city of Rochester sell its water to manufacturers at the low rate we propose to charge it would only be a matter of a very limited time before the supply would run so low that in case of fire or a severe drouth the supply would be exhausted and manufacturing interests would be damaged. Of course, if we are unable to secure a suitable spot for a reservoir on high grounds in or near the city, our plans would have to be changed to some extent, but I anticipate no great trouble in this respect. All we ask for is the general good will of the city officials and business men. We understand the water supply perfectly and have capital enough behind us to assure its success."

Murphy
ing offic

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

Protect Our Waterworks.

The proposition to allow a second waterworks system, backed by private capital, to be established in this city should be opposed in the MOST VIGOROUS manner by the city authorities and by every citizen of Rochester. Such a system is liable to be a menace to the city's health and it is CERTAIN to affect the pocketbooks of the SMALL TAXPAYERS.

The principle of allowing private companies to enter into competition with municipalities for public utilities and necessities is AN EVIL ONE. In the present instance there are many specific reasons why a waterworks system such as has been proposed will be an especial injury to Rochester. One of the most apparent reasons is that the city is CERTAIN to suffer financial loss by the installation of such a system.

The total cost of the city waterworks up to January 1, 1902, was $7,509,759, of which over $5,000,000 is still unpaid. The city is paying the interest on this sum. It must ultimately pay the principal. For the year 1901 the expense of maintaining the waterworks and paying the interest on the bonds was $430,908.87. The receipts were $453,487.61, leaving a surplus of $22,578.74. This surplus can be expended in reducing the debt or in making such improvements as will render it cheaper to supply water.

It is easy to see that if a second company enters the city and supplies water to railroads and to manufacturers within a distance of a quarter of a mile from its pipe lines, that customers using the water of the new company will either be taken away from the city or the city will be obliged to reduce its rate to retain them. In either case the revenues of the city will be VERY MATERIALLY REDUCED. But the expense of the waterworks system will be practically the same. Instead of a surplus as at present, there will be a deficiency. THIS DEFICIENCY WILL BE A BIG ONE, for the largest customers of the city are within the quarter-mile limit referred to. There will be only one way in which the deficiency can be met. That is by including the expense of the city water system over and above the earnings of the system in the tax budget. The TAX RATE WILL, THEREFORE, HAVE TO BE HEAVILY INCREASED. This increase will fall in a CRUSHING manner on THE SMALL TAXPAYERS of Rochester. The large factories may get some benefit from the second water system. The thousands of taxpayers all over the city are SURE TO PAY HEAVILY.

From a sanitary point of view the second system WILL BE A MENACE. Rochester has the best water in the world. The city owns the property around Hemlock Lake. The authorities can make certain that the city water is pure. But the authorities would have NO CONTROL over the water furnished by a private company. It would be supplied to the breweries in vast quantities and used by them in making the beer drunk in this city. In addition, the water itself would be drunk by many. If there should be any impurities in it A SERIOUS EPIDEMIC MIGHT RESULT. Whether it was pure or not the city authorities would have NO MEANS OF PROTECTING the health of the city.

It is also claimed that the proposed company will be able to furnish water at a lower rate than the present municipal rate. In answer to this claim it may be justly and truthfully maintained that the city will soon be able to furnish water at a cheaper rate. As soon as the Cobb's Hill reservoir is constructed there will be a cut in the water rates. To allow a company to establish a system which will be a blow at the city finances and may be a menace to the city's health, rather than await the improvements that will soon be made in the city plant, WOULD BE A MOST SHORT-SIGHTED POLICY.

THE TIMES is ALWAYS in favor of any improvement which may be to the true interests of Rochester. This has been the policy of this paper in the past. It always will be. BUT THE TIMES IS UNALTERABLY OPPOSED TO ANY ALLEGED IMPROVEMENTS AT THE EXPENSE OF THE SMALL TAXPAYERS. *The Times 11/17/02*

A Blow at Small Taxpayers.

To judge from the advance notices given out by the promoters of the new waterworks scheme it certainly is one of the most benevolent and philanthropic enterprises ever advocated. One of the promoters is quoted as saying: "What we want to do is to supply the railroads and large manufacturers who use large quantities of water, and we can do this at about one-third what they are now paying."

A good many people had thought that the reason prominent New York capitalists wanted to invest $2,000,000 in a waterworks system in this city was because they supposed there was money in it FOR THEM. How unjust these suspicions were is shown by the above statement. That the benevolence may be the more flawless they are not going to ask Rochester to invest a cent in the enterprise. All the money is to come from outside sources. And yet there are people mean enough to sneer at all this and say they do not believe the Central Railroad is a philanthropic institution and that the men who control it cannot be influenced by motives of private advantage.

Seriously speaking, it is easy to see that the proposed second water system will be to the direct injury of the city's financial interests. The men back of it are shrewd business men. They would not invest unless they were certain they would get large returns. The people who will pay these returns are Rochester manufacturers directly. Indirectly it will mean a heavy increase in the burdens laid on the small taxpayers of this city. Our city system, instead of being profitable as at present, will show a deficit each year. AND THE ONLY WAY IN WHICH THIS DEFICIT CAN BE MET IS BY AN INCREASE IN THE TAX RATE. Every man who will have to pay this increased rate can figure for himself how much he has "gained."

The claim is made that the total charge for the water furnished Rochester will be only about $67,000. This claim is absurd on the face of it. No syndicate of shrewd capitalists would invest $2,000,000 in an enterprise the gross returns from which would be $67,000. A moderate return on their money would be $80,000, or 4 per cent., and in addition to this it would be necessary to earn a large additional amount in order to meet running expenses, pay for the depreciation of the plant and put something aside for a sinking fund.

If Rochester with its municipal system of water supply would be injured by the second system, the conditions in the small towns and villages which will be supplied by the new company will be far worse. They will be absolutely dependent on the new company for their water. The rates can be fixed at whatever the company wishes. Even if the rate is moderate at first there will be no way of preventing an exorbitant advance in the future.

Rochester is doing well under the present system. Each year conditions will improve and the water rate is certain to decrease. It is the height of foolishness to allow a company with unlimited capital to compete with the city. For no matter what statements may be made by interested parties, such a company is not organized for philanthropic purposes. In the end it will get returns and big returns for every cent it invests.

AND THE SMALL TAXPAYERS OF THE CITY OF ROCHESTER WILL FOOT THE BILLS. *The Times Nov 18, 1902*

DINNER ARRANGEMENTS.

Dec 4 1902

Chamber of Commerce Hustling Plans—Nominating Committee to Meet.

Officers of the Chamber of Commerce are losing no time in preparing for the annual dinner. Secretary Ives has received a good many applications for seats and within a very few days the entire 400 will have been taken.

John H. Gregory, who has had experience in preparing for the annual dinner in former years, has accepted the chairmanship of the Dinner Committee. A meeting is to be held shortly.

A meeting of the Nominating Committee of the chamber is to be held to-morrow afternoon at 4 o'clock. The members are George C. Buell, Charles M. Everest, W. S. Morse, A. J. Katz, W. H. Briggs, George F. Roth and William Smith. Officers for 1903 will be nominated.

DISCUSSED NEW WATER COMPANY

Nov 18 1902

A COMMITTEE OF CITIZENS TALKS WITH MAYOR.

DIFFERENCE OF OPINION

Mayor Still Thinks City Should Not Permit Competition—Committee Contends That Growth of City Depends on Lower Water Rates.

That the municipal administration is facing a most important if not extremely difficult proposition in determining just what is the best position to take with reference to the proposed new waterworks company, regarding which much has been heard and printed during the past few weeks, was clearly demonstrated yesterday afternoon at a conference held in Mayor Rodenbeck's office, attended by his Honor, City Engineer Fisher and the committee of citizens appointed to wait on the Mayor for the purpose.

This committee was the outgrowth of the luncheon held at the Genesee Valley Club last Friday by a number of prominent business men on invitation of Edward Harris, of Harris & Harris, attorneys for the promoters of the proposed private waterworks company. It is comprised of Henry C. Brewster, chairman; Lewis P. Ross, Rufus A. Sibley and Daniel B. Murphy. All of the members were present except Mr. Murphy, who was out of the city. The discussion was extended, covering practically the entire field as to whether it would be best to give the new company sweeping privileges for supplying water for manufacturing purposes or limit its activity or even endeavor to restrain it, if possible, from securing any [illegible] Hemlock whatever.

Mr. Brewster expressed himself very emphatically in favor of allowing the new company to furnish water for manufacturing purposes, to the end that a reduction in the price of water might induce new industries to come to Rochester. Mr. Dryer and Mr. Ross coincided with the chairman of the committee, while Mr. Sibley was somewhat less pronounced in his views, but favored a reduction in the cost of water to manufacturers, in whatever way it might be brought about.

Mayor's Different View.

Mayor Rodenbeck was almost as firmly convinced that the new company ought not to be permitted to have limitless privileges in furnishing water for manufacturing purposes and thus become a rival of the city and the municipal waterworks system. His Honor announced that this year, for the first time, the municipal system had returned a material profit to the city and expressed the thought that it might be well for the city to reduce the price of Hemlock water. This would result in an increased use of the water, a point upon which all agreed, and the revenues would not be diminished. From City Engineer Fisher it was learned, however, that the municipal system will not be able in a few years to deliver any more water than will be required under ordinary conditions and that it will soon be necessary to utilize Canadice lake.

The matter thus resolved itself into the question whether it would be advisable to forego the expenditure of several hundred thousand dollars in securing Canadice lake, building a new reservoir on Cobb's Hill and making other additions and various repairs and improvements to the municipal system, or allow the new company to come in, letting posterity provide for additional water for domestic use. Mr. Brewster's main argument on this point was that by permitting the new company to come in, new industrial enterprises would be attracted and the taxable property so increased as to aid much toward a reduction of the taxes of the entire city.

He introduced the subject by stating that the committee was wholly disinterested in the new company and only took up the question in the interests of the city. He said that the statement had been made before the Chamber of Commerce that with the continued growth of the city the supply from Hemlock lake would be inadequate within a few years, and asked Mr. Fisher if such were a fact.

Figures From Mr. Fisher.

"I looked up that matter this afternoon," replied the City Engineer. "Without drawing in Canadice lake the limit of available supply from Hemlock lake is 60,000 gallons a day more. Hemlock supplying about 10,500,000 gallons."

Mr. Fisher estimated that the consumption was increasing at the rate of half a million gallons a year and by tapping Canadice lake an adequate supply would be had until 1919, or about sixteen years longer. The consumption is increasing, he said, at the rate of about two gallons per capita each year for domestic purposes, the present consumption for that purpose being about ninety gallons per capita. If the entire service could be metered the per capita consumption might be reduced to fifty-six gallons. There are now about ten thousand meters in use and it would cost something like $200,000 to meter the entire supply.

Mr. Brewster presented data showing the rates prevailing in a dozen or more cities, some having a flat rate and others a sliding scale; some cities supplying water for manufacturing purposes as low as 2 cents per thousand gallons. Buffalo being one, which fact the committee thought explained why the industrial growth of Buffalo had been so conspicuous as compared with Rochester.

"It has often been remarked," said Mr. Brewster, "that the prices to manufacturers here are almost prohibitory and have retarded the growth of the city."

Mr. Fisher said that some time ago he had secured statistics from forty-eight cities and the average consumption was 137 gallons per capita a year. This would more than use up the supply from Hemlock with the city's present population.

If Rate Were Reduced.

"If the price for water for manufacturing purposes were reduced the existing supply would be immediately exhausted?" inquired Mr. Brewster.

Mr. Fisher said that from information which had come to him that manufacturers would use much more water than now, he thought that a reduction in the price would exhaust the present supply at once.

The brewing companies, he said, had stated that if the rates were reduced there would be no decrease in the city's income, as they would use more water. The breweries now use two water systems, Hemlock water to wash barrels and use in the beer and river water for cooling purposes. They prefer to use but one system.

Mr. Dryer asked if that would not hold true in many other cases and Mr. Fisher replied that he believed it would. "We would use a great deal more Hemlock at our factory," (the Cunningham carriage works), said Mr. Dryer, "if the rates were lower. At present we take part of our water from a well."

Mr. Fisher showed that he favored increasing the capacity of the municipal system by securing Canadice lake and estimated that it would cost about $100,000 to obtain ownership of the lake and surrounding property and connect it with Hemlock lake. The connection would be made by allowing the water to take the course of the existing natural outlet for a distance and then trench to Hemlock lake. This was preferable to piping the water direct, as there was an extensive watershed along the outlet which should be made available.

Mr. Brewster had not thought the property could be procured at so small a figure, but Mr. Fisher stated that Commissioner McClintock had obtained very favorable options; that there were few if any cottages on Canadice lake.

He explained that now it was necessary to secure a storage supply in Hemlock at times, as the daily consumption drained off the lake to a considerable extent. Mr. Brewster inquired whether raising the lake's surface and lowering it, at intervals, would not create an undesirable condition; would not cause vegetation to spring up that was not desirable. Mr. Fisher said he did not think so, although he said, as has Commissioner McClintock, that the swamp conditions at the head of the lake ought to be remedied. To do this now might cost $10,000 or $15,000, and to wait would probably mean a cost of $40,000 or $50,000.

More Future Expenditures.

The question of the capacity of Mount Hope reservoir was brought up and Mr. Fisher, in reply to questions, said that that reservoir could not be enlarged much. He explained the nature and cost of the improvements just completed there by the construction of a new outlet well and outlet system, and said that similar work was necessary at Rush, the intake and outlet apparatus there being the same as when the reservoir was constructed in 1874.

Mr. Ross inquired as to the use of the Holly system and Mr. Fisher explained its importance for fire purposes. He said that there were nineteen miles of pipe in the central part of the city connected with the Holly system; that every hydrant was supposedly equal to a fire engine and that such a system was favored and in use or being installed in many cities.

Returning to the main topic, Mr. Brewster said:

"It is the belief of many business men that the future growth of the city depends almost entirely upon new industries and it is the sentiment often expressed that Rochester is handicapped because of lack of water and power. It seems to me that one way to bring about an improved condition in the city's finances is to build up the unimproved property with manufacturing industries, which will increase the amount of taxable property and thus affect the tax levy. An increase in population will bring about a proper increase in the use of Hemlock water. I would not consent that this company should interfere with the domestic consumption, but if it can bring water to the manufacturers at half the present cost, it is our duty to let them come here, placing them under proper restraint, of course. Hemlock water is too good to be used for purposes that it is being used in part for."

Not a Philanthropic Motive.

"You don't think, Mr. Brewster, that the company is coming here for our benefit, do you?" asked the Mayor.

"No, I don't think it is a philanthropic enterprise, but if they think they are going to make a big thing, all right. I think [illegible] they will be disappointed, though."

The Mayor inquired how much the city realized from the sale of Hemlock to manufacturers, and Mr. Fisher said that he had made an estimate three years ago, and the revenue was about $100,000.

"This year," said the Mayor, "we will have a surplus of $130,000 from the water system. Next year we might establish a sliding scale, selling water for manufacturing purposes as low as 7 cents a thousand gallons, and still operate the system at a profit."

"If you can do that, then this enterprise will drop out of existence at once," said Mr. Brewster.

"We can do it," asserted his Honor.

"But Mr. Fisher says the demand would be more than could be supplied."

"One question is whether we should use the surplus as a sinking fund to redeem the water debt and thus apply it for a reduction in taxes or whether it should be used to construct additions to the waterworks system. I am inclined to think that within fourteen years the city will be in such a condition financially as to be able to go to Lake Ontario itself. I have a decided conviction in this matter. I would rather reduce the price to 7 cents than let a new company come in. It looks like shifting a burden from the big companies and manufacturing concerns onto the people. If we save the former $50,000 the rest of the community will have to make it up. It is the same thing, too, if the new company gets this business away from the city."

"If this new company brings other industries to the city," replied Mr. Brewster, "and the taxable property is increased, the city is sure to be benefited. If the city can furnish water at a reduced cost, manufacturers would prefer to buy it of the city of course, but it is shown that there is not enough water."

Leave it to Posterity.

Regarding extended improvements to the municipal system, Mr. Sibley said that the present generation ought to be expected to pay only the running expenses of a system that is adequate and let future generations pay for enlargements. This statement brought out a somewhat extended discussion regarding the proposed reissue of the waterworks bonds, which is given in part elsewhere.

Mr. Brewster agreed with Mr. Sibley that future generations should take some hand in paying for future improvements to the waterworks system, while the present generation should use its means to build up the city.

"If Rochester cannot increase her manufactories," said Mr. Ross, "she will stand still. We have got to meet competition and must offer advantages to manufacturers.

"I am prepared to meet any company that will offer to compete with the city in this matter," said the Mayor.

It was unanimously agreed that a reduction in the rate to manufacturers should not cause an increased rate for domestic use. After some further talk about bonds, the meeting was adjourned, Mr. Brewster insisting that it would be better to take a chance with the new company than to expend a large sum to enlarge the municipal water system, which would be adequate for only a limited period. The Mayor was not convinced, however, of the right of this argument, and stated that if the city, in the near future, could find itself able to go to Lake Ontario, the Holly mains already laid, for nineteen miles in the central portion of the city, would be available to help supply water for the manufactories.

Mr. Brewster said that it might not be desirable to let the new company send its water to large office or commercial buildings, and Mr. Sibley argued that there could hardly be distinctions; that the owners of large commercial buildings had as much right as manufacturers to expect to benefit from a reduced rate for water.

The question was brought up incidentally, whether the new company could lay its mains on private property, like the New York Central's, and the Mayor expressed a doubt in that respect. No decision was arrived at and no plan was made for another conference, but the subject will doubtless be brought up again when the promoters of the new company return.

BOND QUESTION DISCUSSED.

Nov 25 1902

Citizens Talk Over Method of Issuing Bonds With the Mayor.

On account of the inability of several of the members to be present, Chairman Judson postponed the meeting of the Finance Committee that was called for 4 o'clock yesterday afternoon until the same hour to-morrow afternoon.

The question of the proposed reissue of the waterworks bonds was brought up, however, at the conference of the Mayor and the committee of citizens regarding the new waterworks company, and some interesting opinions were expressed by the members of the committee, all of whom are men of long business experience and at the head of some of the city's largest industries.

Mayor Rodenbeck, in referring to the fact that the waterworks system is now a source of considerable profit to the city, said that with the reissue of the bonds at 3 1-2 per cent. interest, there would be a saving of $110,000 annually to the city on that score. In this connection, Henry C. Brewster, the chairman of the committee and a recognized financial authority, said:

"In my opinion the proper course is to issue straight thirty-year bonds at 3 1-2 per cent."

"We can't forget," said Mayor Rodenbeck, "that fourteen years ago we could have sold bonds at 3 per cent., whereas we have had to keep on paying 7 per cent. on the present waterworks bonds."

Mr. Brewster stated that the matter of premium was not of very great importance.

"The slight difference in the premium would make me favor the Mayor's plan rather than that of the Comptroller," said he.

"Of course, the brokers would prefer to have the bonds run thirty years," remarked his Honor, to which all present assented.

The Mayor's plan is the thirty-year bonds with a provision that they can be redeemed at any time after ten years.

Mr. Brewster stated that in conversation the other day with a financier in whom he had much confidence, the latter was informed of the proposed reissue and the divergent ideas held by the Mayor and the Comptroller.

The bond expert said that under the Mayor's plan the premium would probably be about three-fourths of 1 per cent. With the bonds issued in series of five, ten, fifteen, twenty, twenty-five and thirty years, with redemption permissible after seventeen and one-half years, the premium would perhaps be 1 1-2 per cent. and with straight thirty-year bonds it would probably be from 2 to 2 1-4 per cent.

"It seems to me," said Mr. Brewster, "that a small premium spread over thirty years is a small matter. I feel sure that the city will not be paying any of those bonds in five years, though. Money is going up slowly, although the advance may not continue for long."

It was recalled by some one of the others of the committee that Syracuse had sold bonds recently at 3 per cent., and the Mayor stated that the government could get money as low as 2 per cent.

"But the city can hardly be classed with the government," remarked Mr. Brewster.

The committee was not endeavoring to influence the city officials in the matter of the proposed reissue of the waterworks bonds, but simply got into a discussion of the subject in connection with the main topic, with relation to the new waterworks company.

D.B.MURPHY FOR PRESIDENT

Nov 18 1902

Nominating Committee of Chamber of Commerce Announces Ticket.

Yesterday afternoon at the rooms of the Chamber of Commerce the Nominating Committee, consisting of George C. Buell, chairman, V. M. Smith, William H. Briggs, George Roth, Abram J. Katz, William S. Morse and Charles M. Everest, nominated the following officers for the chamber for 1903, the nominees to be voted for at the annual meeting of the corporation, December 1st:

President—Daniel B. Murphy.
First vice-president—Thomas B. Dunn.
Second vice-president—J. Craig Powers.
Third vice-president—George H. Perkins.
Trustees for three years—Hon. Henry C. Brewster, Robert A. Badger, C. F. Garfield, Louis N. Stein, Philip Pessel, John Fahy, H. B. Graves, John Bradley, James G. Cutler, J. B. M. Stephens, V. M. Smith, William P. Davis, Harold C. Kimball, George B. Watkins, Joseph Michaels, E. G. Miner, Jr., A. G. Yates, William C. Barry.
Trustees to fill vacancies—Charles J. Brown, Charles P. Ford, James S. Graham, J. Y. McClintock, Edward W. Peck, Clinton Rogers.

The foregoing list of nominations will be posted to-day. If there are other aspirants, or if any members are not satisfied with the slate, they can post an opposition ticket within a certain number of days before election. It has been many years since an opposition ticket was posted, however, and there is not much likelihood that opposition will be manifested to the slate reported yesterday.

The list of nominations is especially strong. Daniel B. Murphy, the nominee for president, is one of the best known and most substantial business men of the city, being a member of the dry goods firm of Burke, Fitz Simons, Hone & Co. He has always taken an active interest in the progress of the Chamber of Commerce, frequently serving on its committees and boards of trustees. Last year he was vice president. Mr. Murphy will make an excellent presiding officer, while his energy [illegible]

THE ROCHESTER HERALD, THURSDAY.

TICKET REPORTED

Slate of New Officers of Chamber of Commerce Presented.

D. B. MURPHY FOR PRESIDENT

T. B. Dunn, J. Craig Powers and George H. Perkins as Vice Presidents — A Ticket of Unusual Strength Has Been Made by Nominating Committee.

Yesterday afternoon at the rooms of the Chamber of Commerce the nominating committee, consisting of George C. Buell, chairman, Messrs. V. M. Smith, William H. Briggs, George Roth, Abram J. Katz, William S. Morse and Charles M. Everest, nominated the following officers for the Chamber of Commerce for 1903, the nominees to be voted for at the annual meeting of the corporation Monday evening, December 1, 1902:

President—Daniel B. Murphy.
First Vice President—Thmas B. Dunn.
Second Vice President — J. Craig Powers.
Third Vice President—George H. Perkins.
Trustees for three years—Hon. Henry C. Brewster, Robert A. Badger, C. F. Garfield, Louis N. Stein, Philip Present, John Fahy, H. B. Graves, John Bradley, James G. Cutler, J. B. M. Stephens, V. M. Smith, William P. Davis, Harold C. Kimball, George B. Watkins, Joseph Michaels, E. G. Miner, Jr., A. G. Yates, William C. Barry.

The following were nominated for trustees to fill vacancies: Charles J. Brown, Charles P. Ford, James S. Graham, J. Y. McClintock, Edward W. Peck, Clinton Rogers.

The foregoing list of nominations will be posted to-day. If there are other aspirants, or if any members are not satisfied with the slate, they can post an opposition ticket within a certain number of days before election. It has been many years since an opposition ticket was posted, however, and there is not much likelihood that opposition will be manifested to the slate reported yesterday.

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...ness interests of the city that are represented on the Board of Trustees of the Chamber of Commerce.

Thomas B. Dunn is another substantial business man and an active worker in the Chamber of Commerce. He is president of the T. B. Dunn Company, whose large factory is on Water Street. He is one of the progressive and up-to-date men of the city. His selection as first vice president of the Chamber of Commerce will add strength to the association.

The selection of J. Craig Powers as second vice president is a recognition of the active young element in the association that is merited. Mr. Powers is secretary of the Fidelity Trust Company, in Powers building, and is a son of the late Daniel W. Powers. He has been actively identified with the management of the Powers estate, as well as being connected with the banking business.

The selection of George H. Perkins for third vice president is admirable. He is one of the best known and most popular business men of the city, being a member of the wholesale grocery firm of Smith, Perkins & Co., on Exchange Street. He was postmaster for four years under the administration of Grover Cleveland.

The men named for trustees are all prominent in the business community and their names carry weight. In its entirety the ticket is of a high standard of excellence.

The Debt Limit.

The decision of the Appellate Division in the Kronsbein litigation, determining more clearly as it does the limit of the city's power to incur obligations, will be received with profound thankfulness by nearly everyone. The profitless disputes of city officials over matters growing out of the fundamental question of the location of the line beyond which the city may not go in incurring debts, have been very wearisome to everyone not sufficiently frivolous to be amused by them.

Two of the three main points decided by the court have been discussed at different times in these columns, and upon both of these points the decision of the court has justified the view of The Herald.

The franchises, taxed under the Ford law of 1899 as real estate, are decided to be real estate within the meaning of the law limiting the obligations of the city to 10 per cent of its real estate valuation. This is simple common sense: it is difficult to conceive of any definition of real estate that would permit a given piece of property to be regarded as real estate for the purposes of taxation and not real estate in considering the limits of the very obligations for which taxation is levied.

In the consideration of the cash resources of the city, the court takes what has all along seemed to us to be the only businesslike view of the sinking fund—that when money has been raised by taxation and placed in a sinking fund for the payment of indebtedness not yet matured, such sum in the sinking fund should be viewed as a credit against the city's existing indebtedness.

The only point decided by the court upon which there seems to the layman to rest the slightest possibility of successful appeal, is the one relating to the city's obligation for local improvement expenditures. The court has decided that by inserting a clause in the contract for the improvement to the effect that the contractor shall look only to the local assessments for his compensation, the city may evade responsibility for the payment of the contractor's claim, and thus may avoid the addition of the sum of local improvement expenditures to its indebtedness.

This last mentioned feature of the decision seems to us rather more likely to produce future controversy than the two others to which we have referred. Should the Court of Appeals reverse the conclusion of the Appellate Division upon this third point only, there would still remain as a result of this litigation a very considerable addition to the admitted capacity of the city to incur debt by the recognition of franchises as real estate and by the credit of the sinking fund against the city's indebtedness.

Water Rate to Large Consumers.

...ion sentiment ... favor of the proposition to grant a franchise to a private water company to furnish water to manufacturing establishments within the city has served at least one good purpose. It has directed the attention of the city authorities to the necessity for a reduction in the water charges to large consumers. These charges are now fixed at a level so high as almost to prohibit the location in Rochester of new enterprises using large quantities of water in manufacturing.

Unless the city government is prepared to accept responsibility for a system which results in the exclusion from Rochester of the very industries which every local business interest has been seeking to have located here, one of two things must be done: Either the franchise must be given to the private company and competition with the city waterworks system established, to the end that new factories and similar enterprises may be induced to come to Rochester; or the rates for water consumption on a large scale—by "wholesale," we might say—must be reduced by a considerable fraction of the present charge.

We are strongly inclined to favor the general position of the Mayor in opposition to the creation by the city of a company to enter into competition with the city itself in furnishing water. Such competition, if it accomplished all that the promoters of the proposed water company promise, would promptly deprive the city of much, if not all, of the income now derived from the sale of large quantities of water to the manufacturing concerns. The diminution of the city's income from this source would not be offset by any corresponding reduction in expenses. The cost of maintenance of the waterworks system would continue as at present; the fixed charges upon the city for the interest upon the waterworks funded debt would not be altered; we should find that the burden upon one class of water consumers had been removed to be spread upon the shoulders of the entire community. Doubtless there would be a slight compensation for this loss of income in the indirect increase of water consumption by the additional population brought to Rochester by the establishment of new factories within the city. But this increase would be very gradual, and it would be many years before the revenue from water charges could be restored to its present volume, if the city's income from the sale of water to manufacturers be destroyed or considerably curtailed.

Viewed simply as to the direct effect of either experiment upon the finances of the city, it would be far preferable for the city to reduce the present rate of charge to wholesale consumers of water by one-third or even by one-half, than to grant a charter to the proposed competing company. The first plan would result in the immediate reduction of the income of the city from the present large water consumers, and in the almost immediate increase in the income from the same general source by additions to the number of such consumers. Manufacturers who now find it cheaper to obtain water from wells or other private sources than to purchase it from the city, would at once become patrons of the city if the rate were sufficiently reduced. Other manufacturers who have been hesitating to locate in Rochester because of the exorbitant water charges, would not be slow to take advantage of the removal of this obstacle, and to come here and add their fees to the city's too scanty resources.

Thus, as the moderate reduction of the tariff duty upon an article of general consumption often in the end increases the revenue derived from its importation, so the reduction of the rate of water charges might, by sufficiently increasing the consumption of water, actually increase the municipal income from that source instead of diminishing it. And in suggesting this probability, we take no account of the almost certain indirect increase of the municipal income from the sale of water to the new population that would follow the new industries in their immigration into Rochester.

COST OF THE PRESENT WATERWORKS SYSTEM

The Times, Nov. 21, 1902

The first conduit of the waterworks system was laid in 1872 at a cost of $3,500,000.

The second conduit was laid in 1884 at a cost of $1,800,000.

The additional cost of construction and repairs has been approximately $250,000.

The interest on the cost of the first conduit at 6 per cent. since 1872 amounts to over $6,000,000 and the interest on the cost of the second conduit since 1884 at 6 per cent. is $864,000, so that the present waterworks system actually cost the taxpayers of Rochester over $12,000,000 outside of maintenance charges.

The sales of water paid a portion of the interest on the original investment but not until the present year have the receipts of the water office been sufficient to pay all fixed charges and leave a surplus. There is still unpaid a waterworks debt of $5,000,000. For the year 1901 the expense of maintaining the waterworks and paying the interest on the bonds was $430,908.87. The receipts from water rents were $458,-487.61, leaving a surplus of only $22,-578.74, but with the refunding of the outstanding waterworks bonds at a lower rate of interest the surplus next year will reach $135,000.

This surplus can be expended in reducing the debt or in making such improvements as will render it cheaper to supply water.

It is easy to see that if a second company enters the city and supplies water to railroads and to manufacturers within a distance of a quarter of a mile from its pipe lines, that customers using the water of the new company will either be taken away from the city or the city will be obliged to reduce its rate to retain them. In either case the revenues of the city will be VERY MATERIALLY REDUCED. But the expense of the waterworks system will be practically the same. Instead of a surplus as at present, there will be a deficiency. THIS DEFICIENCY WILL BE A BIG ONE, for the largest customers of the city are within the quarter-mile limit referred to. There will be only one way in which the deficiency can be met. That is by including the expense of the city water system over and above the earnings of the system in the tax budget. The TAX RATE WILL, THEREFORE, HAVE TO BE HEAVILY INCREASED. This increase will fall in a CRUSHING manner on THE SMALL TAXPAYERS of Rochester. The large factories may get some benefit from the second water system. The thousands of taxpayers all over the city are SURE TO PAY HEAVILY.

These receipts from the present waterworks system are now sufficient to pay all fixed charges and leave a surplus for the purpose of reducing the principal of the debt. But the figures do not really show the value of the system to the city for the schools and public buildings are supplied with water without charge and there are now in service 2,650 hydrants for fire service connected with the Hemlock system and also used for street sprinkling and other than fire purposes. For none of this service is any credit given to the waterworks on the city books. The Commissioner of Public Works declares that a low estimate of the value of the water service from these hydrants would be $100 each per year, making a total yearly value to the city for fire purposes alone of $265,000. If this was credited to the waterworks and there is no reason why it should not be, as the city would be obliged to get the service somewhere if there were no waterworks, and pay very well for it, then the present system would be shown to be a vastly profitable plant and the longing of outside capitalists from New York and Philadelphia, wearing the mask of philanthropy, to get a grip on this property is very easily explained.

DO YOU WANT TO GIVE ANOTHER WATER SYSTEM A FOOTHOLD IN THIS CITY? Do you want to have the value of the present waterworks which you own impaired?

Mr. Brewster's Idea of Value of the City Water Plant.

Only a short time ago Henry C. Brewster, who posed before the Mayor and Citizens' Committee as the champion of the new waterworks scheme, made the following statement:

"I WOULD EASILY BE ABLE TO FIND PURCHASERS FOR THE HEMLOCK WATER SYSTEM IF IT COULD BE DELIVERED TO ME AND WOULD WILLINGLY PAY THE ENTIRE CITY DEBT TWICE OVER IN RETURN FOR THE PROPERTY."

Does Mr. Brewster believe the citizens of Rochester will allow an outside water company to enter the city to undermine the value of a water system for which he would willingly pay $0,000,000? City Treasurer Samuel B. Williams has also stated that if he were given authority he could quickly sell the Rochester waterworks system for more than the amount of the entire city debt.

CANAL ROUTE

Waterway May Diverge East of Syracuse.

WOULD COST LESS

Plan To Enter Buffalo via Lake and Oswego River.

ODELL IS HARD AT WORK

Rochester Herald Nov. 26 '02

If Oswego and Lake Ontario Route Is Chosen Rochester Could Connect With It by Building a Few Miles of Canal to Lake Ontario — Work May Begin in 1904.

By Special Wire to The Herald.

Albany, Nov. 25.—Governor Odell has taken his cost off and plunged into the problem of constructing a 1000-ton barge canal. If the proposed canal improvements are accepted by the Legislature and the people and plans as regards the improvement of the Champlain Canal will not be changed from that outlined in these dispatches yesterday. But there is much discussion as to whether the proposed 1000-ton barge canal between Albany and Buffalo should follow in a general way the present Erie Canal, as outlined in these dispatches, or whether it should diverge east of Syracuse and reach Buffalo via the Oswego River, Lake Ontario and Olcott, which is a few miles from Lockport, whence it will follow the present line of the Erie Canal to Buffalo. The plan already outlined providing for the carrying of a 1000-ton barge canal through the state practically along the line of the present Erie Canal and the present Oswego Canal and for a 7-foot Champlain Canal calls for an expenditure of $81,000,000, divided as follows: Erie Canal, $70,300,000; Oswego Canal, $5,200,000, and the Champlain Canal $5,300,000. The Buffalo commercial interests insist upon this plan.

The New York interests, while not averse to the Oswego River, Lake Ontario and Olcott route, believe that a canal proposition favored by the Buffalo interests is more likely to be adopted by the people than any other.

The Oswego-Olcott Route.

The Oswego-Olcott route contemplates the 1000-ton barge canal following the route favored by the Buffalo people from Albany to Three Rivers, just east of Syracuse. Then the main canal would follow the Oswego River to Oswego and Lake Ontario, connecting with Syracuse through Onondaga Lake. The barges would then go along Lake Ontario to Olcott, which is about seventeen miles from Lockport. The canal will be built from Olcott to Lockport and thus the boats would reach Buffalo via the present Erie Canal route.

The New York city commercial interests are not disposed to either route. Governor Odell is anxious to provide for a 1000-ton barge canal at the lowest possible expense. The Oswego, Lake Ontario and Olcott route would cost $26,-000,000 less than the route favored by the Buffalo people. If the Oswego and Lake Ontario route were established Rochester could connect with it through the construction of a few miles of canal up to Lake Ontario.

Rochester Wishes Carry Weight.

It was stated to-night that the desires of Rochester as regards either route would have much weight. The Buffalo comercial interests object to the abandonment of the present line of the Erie because they fear that the lake and canal freight would be transhipped at the city of Oswego rather than at Buffalo. They argue that if this route should be adopted the canal to be constructed from Olcott to Lockport and Buffalo, would be made to the depth of 21 feet so that the great lake freight carrying vessels could pass Buffalo and gon on through the canal and Lake Ontario to the city of Oswego.

The representatives of the Buffalo and New York commercial interests have had a talk with State Comptroller Miller regarding the raising of the millions of dollars necessary to construct the 1,000-ton barge canal. It is the opinion of the Comptroller that the plan to begin work on the improvement without delay is a big one and the Governor desires to distribute theh urden of the expenditure over a period of fifty years, thereby requiring the payment only of as mall sum of money annually, which would be raised through indirect taxation.

Can Begin Work in 1904.

The question of practability, of course, depends upon the passage by two successive Legislatures and the adoption by the people at the polls in 1905 of a proposition to amend the Constitution by extending the time in which loans may be made for canal improvement purposes from eighteen to fifty years. First, however, the proposition to spend $81,000,000 must be passed by the Legislature next winter and passed upon by the people at next fall's election. If that proposition goes through there is no question about the success of the constitutional amendment.

It is contemplated that work on the canal can be begun in the summer of 1904. The state it is proposed, shall issue at once under the $81,000,000 act, eighteen-year bonds to the amount of about $10,000,000, which would be ample for carrying on the preliminary work. After the people have passed on the amendment for extending the period to fifty years, the original bonds could be refunded and long term bonds issued to any amount required.

FEAR THE SMALLPOX.

Syracuse, Nov. 27.—The health officer, Dr. F. W. Smith, has notified members of the Masonic order here to attend the Masonic fair at Rochester. There are 400 cases of smallpox in Rochester, it is reported, and Dr. Smith is afraid the disease may be brought to Syracuse. He says he will put the Masons under quarantine when they return if they disobey his order. Buff. Exp. Nov. 28, '02

CHAMBER OF COMMERCE.

Dem. & Chron. Nov. 29 '02

Board of Trustees Discusses Water. Dinner and Annual Meeting.

The nearness of the annual meeting brought out nearly all of the trustees of the Chamber of Commerce to the monthly meeting yesterday afternoon, and a two hours' session was held. Two firms were elected to membership in the chamber, the S. B. Teasdale Company, No. 236 Mill street, dealer in machinists' supplies, and John C. MacConnell, No. 234 Mill street, a dealer in tin and sheet metal.

The proposed new water company was discussed, but no formal action was taken. The trustees were almost unanimous in saying they believed the new company ought to be encouraged to persevere in its efforts to furnish cheaper water.

The dinner was talked of a little, and final arrangements were made for the annual meeting Monday. Secretary Ives is to read his annual report at that time, and a lunch will follow. The ticket nominated by the Nominating Committee is to be elected.

LAKE ROUTE IS FAVORED

State Engineer Bond Reports It Best for Greater Canal.

ROCHESTER GETS BRANCH

New Route Will Be Cheapest to Build and Operate, Besides Saving Time.

That Portion of the Erie Canal Connecting Rochester and Buffalo May be Maintained for the Benefit of Shippers from Cities West.

Rochester Herald Nov. 29 '02

Albany, Nov. 28.—Governor Odell proposes to have a 1,000-ton barge canal and yet save the state $20,000,000.

He will take energetic means to follow out the lines of the republican platform as regards canal improvement and will commit himself to a barge canal, but it may be said on excellent authority that the governor is of the opinion that every advantage claimed for an $80,-000,000 barge canal can be fully obtained at an expenditure not to exceed $55,-000,000 or $60,000,000, a saving to the state of at least $20,000,000.

In other words the governor is in favor, it is said, of what is known as the lake route, which the State Engineer and Surveyor Bond, after much exhaustive examination declares can be built for $52,185,756, making a total when the other two canals are improved of about $60,000,000.

Route of New Canal.

The route of the canal, under this plan will be about as follows:

From Waterford to Cohoes by the old canal, then through the Mohawk river to Rexford Flats, and Little Falls, recrossing the New York Central railroad four miles east of Genesee street, Utica, running north of Utica and recrossing the New York Central railroad about two miles west of Oriskany, passing south of Rome to Fort Bull and then down Wood Creek to Oneida lake, going nineteen and one-half miles in deep water through Oneida lake, then following the Oneida river with the exception of two large bends west of Brewerton to Three River Point, then down the Oswego River to Lake Ontario, then by way of the lake in deep water to Olcott a distance of 113 miles, then by a new canal eighteen miles to a junction with the canal two miles west of Lockport, then via the old canal to Tonawanda and Buffalo. The estimated distance of this route is 338 miles as compared with 242 miles by the inland route.

Short Branch to Rochester.

There are short lines to Rochester and Syracuse.

It must be considered that if this plan is adopted it cuts from canal traffic such places as Clyde, Lyons, Newark, Palmyra, Brockport, Albion, Medina and Middleport. But it is believed that with very little expenditure the majority of these places can be brought in touch with ports on Lake Ontario from which their traffic can be taken off.

In the case of Rochester, even the $80,000,000 plan puts the canal many miles outside of the city and it is contemplated now, if the plan suggested by the governor is followed, that Rochester shall have direct communication with the new route.

During discussion of the matter it has been suggested that the old canal be kept intact for traffic from the smaller places and from Rochester so that they may not be put out entirely from the benefits which may accrue from a barge canal.

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Saving of Time.

There are also several advantages claimed for the lake route, one of which is particularly in the saving of time. The round trip between Troy and Buffalo for a barge and consort will consume 182 hours, or for a propeller towing five barges 344 hours.

On the inland route for the same kind of a trip there will be consumed 217 hours and 285 hours respectively. This is a gain of thirty-five hours for a barge and consort and a gain of forty hours for the propeller and five barges in favor of the lake route, while as the governor views it, the item of annual maintenance will be practically nothing for the 135 miles of open water navigation and this therefore should be a great factor in the selection of that route.

The number of locks on the lake route is also less by seven than those on the inland route and this also means a saving of time in navigation.

One of Objections Raised.

One of the objections raised to the lake route is the fact that barges of stronger build will be necessary on Lake Ontario than on the inland route but the governor believes that when 1,000-ton barges are to be built they will be of sufficient strength to overcome that objection.

The other objection is the inconvenience of depriving present shippers of a canal line from Clyde to Rochester but the state engineer has suggested, in answer to that, that if the portion of the Erie canal line between Rochester and Buffalo were retained, it would not prove an expensive item of maintenance, as only the five locks at Lockport would need to be manned.

ALBANY MEN PLEASED.

They Commend the Work of the Rochester Health Authorities.

The smallpox situation is believed to be well in hand by the city health authorities. There were no deaths at Hope Hospital yesterday, and four patients were discharged, cured. Nine were admitted, making a total of 127 now in the hospital.

Commissioner of Public Safety Gilman and Acting Health Officer Reed believe that the fact that no one brought to the hospital so far had been vaccinated before exposure has had much to do with the extraordinary number of people who have been vaccinated within the last two or three weeks.

Dr. Johnson, of the State Board of Health, has been making a study of the conditions in this city, and he announced himself as much pleased with the manner in which the campaign against the disease has been conducted, as well as convinced that the situation is far from alarming. The new Municipal Hospital will be ready on February 1st, and when patients can be taken there, all anxiety on the part of the officials will be relieved.

Dr. F. C. Curtis, contagious disease expert of the State Board of Health, yesterday made a statement in regard to the extent of smallpox in various parts of the state. A special dispatch to the Democrat and Chronicle gives his statement as follows:

"As to Rochester, Dr. Johnson, who has been making a special study of the contagion there, has not yet submitted his report, but from the fact that the number of cases being reported is becoming smaller, I am confident the situation there is improving. All told, our reports show there have been about a hundred cases since the disease made its reappearance. The local authorities seem to be thoroughly alive to the seriousness of the situation, and I believe they are acting intelligently and taking every means known to health officials to check the further spread of the disease. They have been quick to act on suggestions of the state authorities."

ROCHESTER DENIES ALARMING REPORTS

Its Chamber of Commerce Says There Is Nothing in the Situation to Cause Danger.

ROCHESTER, Dec. 1.—In view of the alarmist reports being published outside of Rochester, the trustees of the Chamber of Commerce of Rochester request that the following statement be published:

The merchants and people of Rochester, justly indignant over the false reports printed and circulated as to there existing an epidemic of smallpox in Rochester, desire to refute and deny these rumors most emphatically.

They hastily believe these rumors and reports are for the purpose of diverting trade to other cities. The number of smallpox cases in Rochester is no larger for its population than in many other cities of the State, and some outside of the State have ten times as many cases.

The representative of the State Board of Health, who has been here making an investigation, declares that there is nothing in the situation to excite alarm. The small number of cases in Rochester are isolated and under the effective control of the health authorities.

There is, too, a marked decrease each day in the number of cases and an early stamping out of the disease is confidently expected.

ANNUAL MEETING ROCHESTER CHAMBER OF COMMERCE.

Notice is hereby given that the annual meeting of the Rochester Chamber of Commerce will be held in the rooms of the association, on Monday, December 1st, 1902, at 8 o'clock p. m., for the purpose of electing trustees and officers of the said corporation for the year 1903.

HENRY C. BREWSTER, President.

JOHN M. IVES, Secretary.

Rochester, N. Y., Nov. 19th, 1902.

D. B. Murphy Insists He Cannot Accept the Presidency.

HE WILL BE ELECTED TO-NIGHT

His Resignation Will Then Be Tendered to Chamber of Commerce and Trustees Will Select the New President — Annual Election of Chamber Promises an Interesting Situation.

The annual election of the Chamber of Commerce will be of more than usual interest this evening, owing to the uncertainty that exists as to the presidency of the institution. There will be elected to-night a president, three vice presidents, eighteen trustees for three years and six trustees to fill vacancies.

A nominating committee was appointed last month as usual to propose the slate; it consisted of George C. Buell, V. M. Smith, William H. Briggs, George Roth, Abram J. Katz, William S. Morse and Charles M. Everest. Following was the slate presented November 19 and duely posted:

President—Daniel B. Murphy.

First Vice President—Thomas B. Dunn.

Second Vice President—J. Craig Powers.

Third Vice President—George H. Perkins.

Trustees for three years—Hon. Henry C. Brewster, Robert A. Badger, C. F. Garfield, Louis N. Stein, Philip Present, John Fahy, H. B. Graves, John Bradley, James G. Cutler, J. B. M. Stephens, V. M. Smith, William P. Davis, Harold C. Kimball, George B. Watkins, Joseph Michaels, E. G. Miner, Jr., A. G. Yates, William C. Barry.

Trustees to fill vacancies—Charles J. Brown, Charles P. Ford, James S. Graham, J. Y. McClintock, Edward W. Peck, Clinton Rogers.

The selections of the committee were well received and although the rules give opportunity for any members to post another slate, no opposition has been manifested and no other names can be voted to-night under the rules. Unfortunately the name of Daniel B. Murphy, as president, was used without his knowledge and consent and during his absence from the city. On his return, Mr. Murphy promptly notified the committee that his business arrangements were such that he could not give the time necessary to devote to the presidency of the Chamber of Commerce; while he was willing to work in the ranks he did not wish to take the responsibility of assuming the control of affairs of the institution.

The members of the committee and of the chamber generally were reluctant to accept Mr. Murphy's positive declination and every effort has been made to induce him to reconsider his announcement. One paper published the statement on Saturday that Mr. Murphy has consented to accept the position in view of the pressure brought to bear on him, but Mr. Murphy denies that such is the case; he reiterates his original position that he cannot under any circumstances accept the place.

It is too late now under the rules to propose any new names of candidates at the meeting to-night, as names in opposition to the regular slate must be posted on the bulletin board some days before the date of the annual meeting. No names having been posted, there is nothing to do to-night, but to put through the slate of the nominating committee.

Mr. Murphy will therefore be elected to-night, according to the present understanding, but he has given notice that he shall consider his election merely a matter of form and that he will tender his resignation immediately to the board of trustees, who will then have the authority to meet and fill the vacancy. There is the hope expressed by many members that after Mr. Murphy is elected he may consent to continue in the position, but the latter insists that his declination must be accepted as final.

There have been some curious newspaper suggestions offered. One was the prediction that the election of the president would be made to-night from the floor; another that Hon. Henry C. Brewster would hold over as president for another year, in default of an election.

As stated, the rules of the chamber will prevent the election of any man, whose candidacy has not already been officially posted. It is contrary to all precedent, moreover to continue a president in office more than one term and since the institution was founded, no president has succeeded himself, although the place has always been filled satisfactorily by prominent, successful and popular business men. The precedent is so strong in favor of rotation in office that it is doubtful if Mr. Brewster would consent to accept another term.

The chances are decidedly that the way out of the dilemma will be through the board of trustees who will, after accepting the resignation of Mr. Murphy, proceed immediately to elect a new president; possibly the selection may be made to-night by the trustees. At any rate there will be no delay, as the new president will have much work to do in connection with the coming annual banquet to be held later in the month.

In addition to the election of officers, short addresses will be made by President Henry C. Brewster and by the incoming president, if one is selected. The secretary's report will also be presented.

Through the courtesy of the Rochester Art Club, all the pictures displayed at the last exhibition will be left in place and after adjournment of the regular meeting, all the members of the Chamber are invited to inspect them. Luncheon will also be served.

Rochester Chamber of Commerce.

The annual meeting of the Chamber for the election of officers for 1903, and for the election of eighteen trustees for three years and six trustees to fill vacancies, will take place

Monday Eve'g, December 1, 1902, at 8:00 o'clock.

Short addresses will be made by the outgoing and incoming presidents. The Secretary's report for the year will be presented.

Luncheon will be served by Treat.

Through the courtesy of the Rochester Art Club, all the pictures displayed at its last exhibition will be left in place and after adjournment of the regular meeting, all the members of the Chamber are invited to inspect them.

JOHN M. IVES, Secretary.

ROCHESTER, N. Y., Nov. 26, 1902.

B. MURPHY TO BE PRESIDENT OF CHAMBER OF COMMERCE



DANIEL B. MURPHY

The Nominating Committee of the Chamber of Commerce held a meeting yesterday afternoon to name officers for the next year. Those present were: George C. Buell, Chairman; V. M. Smith, William H. Briggs, George Roth, Abram J. Katz, William S. Morse and Charles M. Everest. The following ticket, to be voted for at the annual meeting of the Chamber on Monday night, Dec. 1, was nominated:

President, Daniel B. Murphy; First Vice President, Thomas B. Dunn; Second Vice President, J. Craig Powers; Third Vice President, George H. Perkins; Trustees for three years, Hon. Henry C. Brewster, Robert A. Badger, C. F. Garfield, Louis N. Stein, Philip Present, John Fahy, H. B. Graves, John Bradley, James G. Cutler, J. B. M. Stephens, V. M. Smith, William P. Davis, Harold C. Kimball, George B. Watkins, Joseph Michaels, E. G. Miner, Jr., A. G. Yates, W. C. Barry.

Trustees to fill vacancies—Charles J. Brown, Charles P. Ford, James S. Graham, J. Y. McClintock, Edward W. Peck, Clinton Rogers.

Herald Dec 2 1902

DANIEL B. MURPHY DECLINES OFFICE

Announced After His Election as President Last Night at the Annual Meeting of the Chamber of Commerce, That He Could Not Accept the Position--Matters Discussed.

The annual meeting of the Rochester Chamber of Commerce last night was one of the most successful and largely attended in the history of the organization. Matters of importance were discussed, and after the business had been disposed of, the members enjoyed the pictures of the Rochester Art Club, which had been left up for their special benefit, and passed a pleasant social evening. The report of Secretary Ives was thorough and exhaustive, treating at length all of the matters which have come before the body during the year for their consideration. Resolutions were also adopted after some discussion on matters of moment, and at the close of the session an interesting address was given by Dr. Comfort of the Academy of Fine Art at Syracuse. The annual election of officers was also held.

Reduction of Water Rates.

The meeting was called to order promptly at 8:30 o'clock by President Henry C. Brewster. In accordance with the custom of the president at the annual meeting, Mr. Brewster made a few suggestions for the consideration of the chamber, but inasmuch as the secretary's report was so comprehensive, he made his remarks brief. He called attention in particular to the question of the reduction in the water rates of the city. About a year ago the matter was talked over at length, but at that time on account of the debt of the city, the officials could not see any way of reducing the rate of 14 cents per thousand feet. A special committee called upon the Mayor, and since then the question has been considered further by them in conjunction with the City Engineer.

Mr. Brewster maintained that there were two things necessary for the growth of all cities—an unlimited water supply for manufacturing industries, and pure water for general use. He said that the city officials had given the chamber the assurance that on account of the reduction of the bonded debt of the city the rate would be lowered to 7 cents. Mr. Brewster also called attention to the efforts on the part of a company which may be organized, to supply the manufacturing plants of the city with water brought from Ontario Lake. Mr. Brewster thought that this plan could be successfully carried out without any loss to the revenues of the city, and with a material gain to all concerned. The large increase in the number of industries of the city, and the imperative demand for better facilities in supplying water to the city, makes it necessary, he said, that steps be taken in overcoming the evil, and the plan proposed, he suggested, was one of the best that has come to light for some time. He indorsed the movement heartily.

The president also commended the efforts of the city officials in endeavoring to give the citizens a good government. He said the real trouble lay with the people, who are not willing to give public matters enough intelligent attention and consideration.

Secretary Ives' Report.

The report of Secretary Ives was lengthy and complete, reviewing in detail the work of the entire year. He touched briefly on a large number of matters of interest, reviewing such subjects as the entertainment of visitors, the convention hall and public market, new public buildings and railway expansion. He also found much to commend in the progress at Charlotte, and thoroughly discussed the question of water storage and matters pertaining to the river. The various lectures and concerts which have been given at the Chamber of Commerce were mentioned, and a lengthy review of the reception given Prince Henry was also read. The report showed a most prosperous state of affairs, and was gratifying to all the members. The report follows in part:

"In submitting the report of the Chamber of Commerce for the year just ended, your secretary must first congratulate the corporation upon having added to the list of membership many new firms and some who had withdrawn from the association on account of misapprehension regarding certain questions and policies at issue.

"The idea that the Chamber of Commerce is a mere association of wealthy men desirous of self aggrandizement no longer exists in the minds of intelligent people, and many who had this impression after they became members have expressed themselves as gratified at the fraternal feeling and business-like cooperation which they find exists among the membership of the chamber, which, it is superfluous to add, is operated solely for the benefit of our beautiful city and its people.

"Your secretary would call attention to one department of the chamber's influence that is of the highest importance to our city, and that is the excellent facilities afforded by your chamber for the reception and brief entertainment of casual visitors from all parts of the country and Europe. Strangers passing through the city find their way to the Chamber of Commerce seeking information about our city and its industries.

"Although the chamber has had a standing committee on convention Hall during the year, nothing practical has been achieved. The prospect was probably shelved for the time being by the movement made by the Masons to secure funds for adding a convention hall to their new and beautiful temple. But that movement for a convention hall having failed, it remains for this chamber to find ways and means to carry out the plans for erecting a convention hall that will place Rochester among the list of eligible cities for entertaining large conventions.

"The movement for the establishment of a suitable market for our city is still lying in abeyance, although the convention hall committee has had charge of the matter and taken considerable action without result. This is a subject that requires handling without gloves. So long as the matter is allowed to be subject to the whims of public opinion, there will never be a market in Rochester. The market should either be built by private capital at such a point as the proprietor shall determine, or the authorities of the city should act in a similar manner. When in running order it would become immediately popular and the central point of a great traffic.

Signs of Development.

"It is gratifying to state that in no previous year in the history of Rochester has there been so many important structures erected as during the present year. Among the most notable buildings that will beautify our city may be mentioned the Masonic Temple on Clinton Avenue North, and the Rochester Athletic Club on the opposite side of the same street. The new Rochester Free Academy on the east side will be a great improvement to its locality, enhancing the value of property, and almost within a stone's throw is the new Roman Catholic Church, Corpus Christi, while in various directions in that neighborhood are newly erected and very handsome residences, and still further north and east, new factory buildings.

"A new steel and concrete pier will soon replace the wooden one at Charlotte. Major Symonds, the engineer in charge of the work, is favorable to the expenditure of $150,000 in addition to the last appropriation of $30,000 for the purpose of reconstructing of the light house pier. The improvements of the Charlotte piers will give an impetus to the business and passenger traffic of Lake Ontario.

"Our railroad systems, especially the electric, are developing rapidly in many directions. There is a probability of the Delaware, Lackawanna & Western Railroad making an effort to enter Rochester, either over the New York Central tracks from Batavia, or by a new branch line from Mt. Morros, to this city. Most of the anthracite coal used in this city is mined by the Lehigh Company and brought to Rochester over that road.

"No question has been more thoroughly discussed by the chamber during this year than that pertaining to water storage and the improvement of our canal system. Water storage of the Genesee is an old subject environed by many difficult problems not necessary to recapitulate in this report. It is sufficient to say that it has been thoroughly discussed by the chamber and experts whom it has called into requisition for professional opinion.

Propositions Favored by Chamber.

During the fiscal year the following propositions were favored by the chamber:

Cheaper postage and the establishing of a parcel post by the government with such countries as are now excluded.

The establishing of an army post for United States troops near Charlotte.

Reward being offered by the city for the apprehension of the murderer or murderers of Bela E. Brown.

A water tower and more fire engines for the fire department; committee waited upon the Mayor.

Cheaper water for local manufacturers; committee waited upon the Mayor.

A department of commerce and the reorganization of the consular service.

Quicker freight service on the Central Railroad, and stop over tickets for Rochester. Much correspondence has passed in reference to the above subjects. The freight service has been bettered. The stop over ticket question is still under consideration by the general passenger agents of the different railroads.

Aiding the Pneumatic Signal Company

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

and founder forces, manage in the long land for factory sites, and recommending a liberal policy toward the and other concerns desiring to locate Rochester.

A public market and convention hall.

A new armory.

Storage of water for power purposes in the Genesee River.

The extension of Highland Park.

The controlling of Genesee River when in flood.

A ship canal.

Purchase of a new reservoir site for portable water and construction of a new gate house at Highland Park reservoir.

The enlargement of the New York Central Station, a new freight house in the eastern part of the city and a new switch at Culver Street.

The Ray (House of Representatives) amended bankruptcy bill.

Propositions Opposed by Chamber.

Propositions opposed by the chamber were:

"The policy recommended by Governor Odell in his annual message to the Legislature for the abolishment of boards of managers of state hospitals for the insane and the increase of the powers of the State Commission in Lunacy.

Trading stamps.

New ordinance relating to stationary engineers.

The so-called Barnes school bill.

Building Operations.

"From a report furnished the chamber by Fire Marshall John A. P. Walter, to November 1, 1902, it is seen that there has been during the year great activity in building. The report shows the total number of structures erected and remodeled to date to be 839; the estimated total cost of which is $2,379,297. The remarkable growth and progress in building operations of late years in Rochester is shown by the following statistics:

"Total amount of building in 1896, $1,-284,066; 1899, $1,467,489; 1900, $1,689,176; 1901, $2,063,101; 1902, $2,379,297.

In the remainder of his report Secretary Ives speaks of the reception given to the Ninth Regiment, and also that tendered Prince Henry. He calls attention to the large number of conventions held in the city during the year, and the enormous number of strangers which they have brought to the city. A detailed account of the settlement by arbitration of the brewery strike is also given, as well as the full report of the committee to which the matter was referred, consisting of Rush Rhees, James G. Cutler, A. B. Lamberton, and Edward Frizer.

City's Antiquated Bookkeeping.

A matter which caused considerable discussion, was the introduction of a resolution, by Daniel B. Murphy, chairman of a committee appointed for the purpose of drawing up the following resolutions, which were finally adopted:

Whereas—The Chamber of Commerce has learned with satisfaction that the present administration, in conjunction with the members of the finance committee of the Common Council, are considering the advisability of revising the booking in the financial department of the city government, and

Whereas—The efforts to collect delinquent taxes have brought to light the fact that large amounts of money are lost to the city annually, partly because of the antiquated system of bookkeeping still in use;

Resolved, That the Chamber of Commerce, believing that a better system of bookkeeping will result in a great saving to the taxpayers of the city, heartily approves the suggestion that sufficient amount be inserted in the tax budget for the year 1903 to secure the services of a professional expert to examine into the present methods of bookkeeping, and to recommend such improved methods as shall be desired.

Max Lowenthal objected to the passage of such resolutions, stating that he was entirely out of sympathy with going out of the city to employ a man, when the city employs a Comptroller for just such purpose. He said that Mr. Johnson was an expert accountant himself, and it should be left to him to look into the matter and make what suggestions were necessary.

This started a spirited discussion. A dozen members were on their feet in a moment.

President Brewster called attention to the fact that in Baltimore, Boston and Brooklyn, this had been done, and that in Chicago, Providence and other large cities, the same steps are being taken to get a new and better system of bookkeeping in vogue.

Mr. Murphy explained that no criticism of the officials was meant, but that the fault lay with the system. At present, he said, it is impossible to know just where the city stands with the taxpayers, and he maintained that the system should be such that, like business men, the city could know at a moments notice, the exact condition of affairs, and could find the state of the taxes of all its taxpayers.

New Armory Indorsed.

Another resolution which caused much discussion and bursts of oratory was the following, introduced by Colonel James S. Graham:

Rochester, N. Y., December 1, 1902.

Whereas—At the banquet of L. Bordman Smith Command, 54, Spanish War Veterans, on Friday night last, Senator W. W. Armstrong strongly advocated the erection of a new armory on the site of the present structure, and

Whereas—It appears to us that in view of the public utility of the National Guard and Naval Militia forces, it is the duty of the public to take an active interest in their welfare, and

Whereas—The site of the present structure appears to us to be the best possible location available for such a building since it would not only provide location for a suitable home for the military and naval commands, but would facilitate efforts to give Rochester a notable addition to her sightly public structures; it is, therefore

Resolved—That the members of the Chamber of Commerce do emphatically indorse the suggestions made at said banquet by Senator Armstrong, and pledge themselves to aid the movement to secure an appropriation from the state at the coming session of the New York State Legislature, for the erection of said new armory."

Immediately after he was duly declared elected, Mr. Murphy arose and declined. He said:

"Gentlemen of the Chamber—I feel deeply impressed with the manifestation of your good will and confidence and highly appreciate the honor which you have seen fit to confer upon me, but I regret greatly that conditions are such that it will be impossible for me to accept the office which you have called upon me to fill. I am at present connected with a charitable institution which takes much of my time in the city and I am also connected with the Craig Colony, which makes it necessary for me to be out of the city a large part of the time. Besides, I am frequently called to Albany and other places, so that I find that in all honesty and candor I am doing what is necessary in declining to accept the office. I am not inspired to do this because of a lack of loyalty, for I am heartily interested in this grand body, and whatever I can do for its good I shall gladly at all times do."

Mr. Murphy then announced that, in accordance with the constitution, the vacancy would have to be filled from the board of directors at their first regular meeting.

The meeting closed with a short talk by Dr. George F. Comfort of the Syracuse Museum of Fine Arts. He spoke of the beginning of the museum movement in New York City and its wide and rapid spread. He also gave a short account of the progress of the movement in his own city, and in closing urged upon the members of the board to take the matter in hand and help in the good start that has been made here in making the establishment of a museum in this city a possibility.

The members then adjourned to the assembly room, where they had the pleasure of seeing the collection of masterpieces which the Art Club has had on exhibition. Light refreshments were served and the remainder of the evening was spent in a pleasant social way.

Dec 1 1902

MURPHY REFUSES THE PRESIDENCY

CHAMBER OF COMMERCE TO NAME ANOTHER MAN.

LARGE ANNUAL MEETING

President Brewster Reviews Work of Past Year—Secretary Ives Makes His Annual Report—Museum Urged for Fine Arts—Lunch is Served.

The annual meeting of the Chamber of Commerce was held in its rooms last night. A review of the work of the year was given by Wm. Brewster, the retiring president, and a detailed report was read by Secretary John M. Ives. Daniel B. Murphy was unanimously elected president for the ensuing year, but was obliged to decline the position, much to the regret of the members.

A large number of members was present when Arrangements had been made

[illegible] Hall for the [illegible] year, but there are a few things to which I may, perhaps, properly refer.

"At the first meeting of the year the question of reducing water rates for manufacturing purposes was taken up. Since that time the subject has been discussed from time to time and several conferences have been had with the Mayor, who hopes that a substantial reduction will soon be warranted.

"Two things are necessary in Rochester—unlimited power at low rates and unlimited water supply at low rates."

President Brewster said that the chamber had in a general way favored the scheme of bringing an additional supply of water from Lake Ontario for manufacturing purposes. After reviewing other action of the chamber, President Brewster said:

City Administration Commended.

"During the year the officials of the chamber have been brought into close contact with the city officials. Few people realize the difficulties which these officials meet in trying to give the city a good administration, and are not sufficiently ready to praise good efforts. It seems to me that Rochester has never had city officials who were more anxious to give the city a good administration of affairs. I think, also, that the co-operation of the chamber with the officials has been beneficial."

Secretary John M. Ives read his annual report.

At the close of the reading Daniel B. Murphy moved that the Secretary be given a vote of thanks. The motion was seconded and unanimously prevailed.

President Brewster called up the subject of improved methods of municipal bookkeeping, and after a few remarks called for the report of a special committee to which the subject had been referred. Daniel B. Murphy said the views of the committee had been embodied in a preamble and resolution, which he offered, as follows:

Whereas, The Chamber of Commerce has learned with satisfaction that the present administration, in conjunction with the Committee of the Common Council, is considering the advisability of revising the bookkeeping in the financial department of the city government, and

Whereas, The efforts to collect delinquent taxes have brought to light the fact that large amounts of money are lost to the city annually, partly because of the antiquated system of bookkeeping still in use;

Resolved, That the Chamber of Commerce, believing that a better system of bookkeeping will result in great saving to the taxpayers of the city, heartily approves the suggestion that a sufficient amount be inserted in the tax budget for the year 1903 to secure the services of a professional expert to examine into the present methods of bookkeeping and to recommend such improved methods as shall be desired.

After a brief discussion, in which it was explained that the resolution was not designed to reflect upon any of the city officials, the resolution was adopted.

The question of an armory site next came up, in the form of a resolution favoring the use of the present site. The resolution, after some discussion, was adopted.

Election of Officers.

The election of officers was the next business. Henry B. Hathaway moved that Secretary Ives be instructed to cast one ballot for the officers recommended by the Nominating Committee. The motion was taken, and President Brewster declared the officers whose names follow to be the choice of the Chamber:

President—Daniel B. Murphy.

First Vice-President—Thomas B. Dunn.

Second Vice-President—J. Craig Powers.

Third Vice-President—George H. Peabody.

Trustees for Three Years—Hon. Henry C. Brewster, Robert A. Badger, C. F. Garfield, Louis N. Stein, Philip Present, John Fahy, H. B. Graves, John Bradley, James G. Cutler, J. B. M. Stephens, V. M. Smith, William P. Davis, Harold C. Kimball, George B. Watkins, Joseph Michaels, E. G. Miner, jr., A. G. Yates, William C. Barry; trustees to fill vacancies, Charles J. Brown, Charles F. Ford, James S. Graham, J. Y. McClintock, Edward W. Peck, Clinton Rogers.

Immediately after he was duly declared elected, Mr. Murphy arose and declined. He said:

"Gentlemen of the Chamber—I feel deeply impressed with the manifestation of your good will and confidence and highly appreciate the honor which you have seen fit to confer upon me, but I regret greatly that conditions are such that it will be impossible for me to accept the office which you have called upon me to fill. I am at present connected with a charitable institution which takes much of my time in the city and I am also connected with the Craig Colony, which makes it necessary for me to be out of the city a large part of the time. Besides, I am frequently called to Albany and other places, so that I find that in all honesty and candor I am doing what is necessary in declining to accept the office. I am not inspired to do this because of a lack of loyalty, for I am heartily interested in this grand body, and whatever I can do for its good I shall gladly at all times do."

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The meeting closed with a short talk by Dr. George F. Comfort of the Syracuse Museum of Fine Arts. He spoke of the beginning of the museum movement in New York City and its wide and rapid spread. He also gave a short account of the progress of the movement in his own city, and in closing urged upon the members of the board to take the matter in hand and help in the good start that has been made here in making the establishment of a museum in this city a possibility.

The members then adjourned to the assembly room, where they had the pleasure of seeing the collection of masterpieces which the Art Club has had on exhibition. Light refreshments were served and the remainder of the evening was spent in a pleasant social way.

Entertainment of Visitors.

Your Secretary would call attention to one department of the chamber's influence that is of the highest importance to our city, and that is the excellent facilities afforded by your chamber for the reception and brief entertainment of casual visitors from all parts of the country and Europe. Strangers passing through the city find their way to the Chamber of Commerce, seeking information about our city and its industries. They at express surprise and admiration at the dignified beauty of your Assembly Hall, Library and office, and at the wonderful panorama of that part of Monroe county to be seen from your windows. Strangers, having but a few hours in which to see our city, are very evidently impressed with what they see at your chamber, and at the courtesies extended to them in behalf of our city by those in attendance.

A great point is made by the chamber in treating all visitors with kind attention, and there is no doubt that the influence of the courtesies and information extended to strangers daily at the Chamber of Commerce has much to do with maintaining the reputation of our city abroad, for its industrial activity and hospitality.

This matter is touched upon because few people realize how necessary it is that there should be a sort of headquarters in this, as in every other city, for the reception and entertainment of inquiring strangers. Such an institution becomes more and more a necessity to meet the demands of our ever advancing development and it is in reality one of the foundation stones of a Chamber of Commerce. If, therefore, nothing else was accomplished than this, it would pay to sustain a Chamber of Commerce in our city.

But the success in the department described is outweighed by the more serious work of the corporation, which, this year, has extended its influence in every direction of human effort including educational activity in music and the fine arts. Through the action of your chamber it has been possible to continue during 1902 the giving of concerts in the public parks inaugurated in 1901. That these band concerts have been productive of an immense amount of good is vouched for by many authorities, including the doctors, who speak from a sanitary point of view; the clergy, from a moral standard, and sociologists, from the social standpoint.

Convention Hall and Market.

I must call your attention to what has been done by your body towards securing for this city a suitable convention hall capable of accommodating large conventions. The first practical step has been achieved. The prospect was probably shelved for the time being by the movement made by the Masons to secure funds for adding a convention hall to their new and handsome temple. But the movement for a convention hall having failed, it is then for this chamber to find ways and means to carry on the plans for erecting a convention hall that will place Rochester among the list of eligible cities for entertaining large conventions.

The movement for the establishment of a suitable market for our city is still lying in abeyance, although the Convention Hall Committee has had charge of the matter and taken considerable action without results. This is a subject of much importance and allowed out gloves. So long as the matter is allowed to be subject to the whims of public opinion, there will never be a market in Rochester. The market should either be built by private capital at such a point as the proprietor shall choose or else the authorities of the city should act in a similar manner. The market should be established without regard to personal feelings. When in running order it would become immediately popular and the central point of a great traffic.

The idea of a market and convention hall combined in one undertaking is still the favorite idea of many citizens.

New Public and Business Buildings.

It is gratifying to state that in no previous year in the history of Rochester has there been so many important structures erected as during the present year. Among the most notable buildings that will beautify our city may be mentioned the Masonic Temple on Union avenue north, and the Rochester Athletic Club on the opposite side of the same street. The new Rochester High School on the East side will be a great improvement to the locality, enhancing the value of property, and almost within a stone's throw is the new Roman Catholic Church, Corpus Christi, while in various directions to that neighborhood are newly erected and very handsome residences, and still further north the great Stecher lithographic and Stromberg-Carlson plants.

In the center of our city many improvements have been made, including the new Fidelity Bank, Union Trust Company's Bank, Genesee Valley Trust Company's Bank, each of which has either been built or completely transformed into larger proportions. On West Main street, as if in anticipation of the increased population which must accrue when the great Pneumatic Signal Company's and Pfaudler Company's colossal works start operations—a new and very magnificent theater is nearly finished, to be called the National Theater, built by a member of this chamber, Walter B. Duffy, and which will be equipped with the latest systems of lighting, ventilation, etc., and embellished in a style to vie with the greatest opera houses of Europe and America. The First Universalist Church, on Clinton avenue south, has been the recipient of extensive and commodious additions and improvements, and numerous other additions erected through the instrumentality of the Sargent & Conover enterprising member of the chamber. Many beautiful residences have been erected during the year on the East Side of our city.

On the West Side, there have been many new buildings erected and improvements made in old established factories. The James Cunningham Son Company has made handsome changes in its offices fronting on Exchange street. The block at the corner of West avenue and Canal street has been purchased by the H. J. Strasenburgh Company and converted into a handsome and commodious wholesale drug manufacturing and warehouse, on the ground floor of which is the retail drug store, up to date in all respects.

The City Hospital and St. Mary's Hospital have completed extensive building improvements and the nurses' home of the former is one of the handsomest and best equipped in this state. In all directions in the western part of the city residences have been erected. The Eastman Kodak Company and Storage

[illegible] plant in our city to be known as the E. St. John Dold Packing Company, in the Town of Irondequoit, on the edge of the Home, Wayne and Monroe divisions of the New York Central, is of great importance to the commerce of this city and the agriculturists and horticulturists of Western New York.

Improvements at Charlotte.

Taking up the interests of Charlotte, Secretary Ives said that a steel and concrete pier is soon to replace the wooden one, and that it is reported that the Genesee blast furnace is to be enlarged by the construction of a mammoth steel plant that will furnish employment for 1,500 men.

Under the head of railway expansion, the report of Secretary Ives said that "a new station will be built by the New York Central during the coming year at a cost of $230,000, to cover the entire block bounded by Central avenue, Marietta street, St. Paul street and Clinton avenue north."

Water storage and canal improvement were next discussed by Secretary Ives. On the latter subject he said:

"The chamber has studied the question from all standpoints and the consensus of opinion favors the construction of a deep waterway to be paid for by the national government, by which transportation may be secured to the seashore. Such an undertaking is of colossal proportions, but it is the inevitable solution of the problem that will be achieved in time and for time. What a ship canal would do for our city dazzle the imagination of our most sanguine business men. Such a waterway is feasible, as has been demonstrated by expert engineers. The time will arrive when Rochesterians can go aboard ship at our own port and proceed to the uttermost parts of the world.

Water storage and deep waterways are the two keys to Rochester's future greatness.

Secretary Ives told of the visit to Rochester of the State Water Storage Commission and then reviewed the matters that came up during the year in which the chamber was interested. Among many other things, the reception to Prince Henry and the welcome to the Ninth Regiment were described. The more important conventions held in the city during the year were enumerated and the strike of the brewery workers, which was settled by arbitration, was cited as a triumph for arbitration.

Proposed Water Company.

There was the following reference in the report to the proposed water company:

The movement that has been set on foot by a private corporation to pump water from Lake Ontario to supply the manufacturers of this city at cheaper rates than now prevail this city at cheaper rates than now prevails has been considered by this chamber with favor, though it has made no public expression regarding the matter beyond the fact that it is prepared to indorse any legitimate project that has for its purpose the reducing of the cost of water for manufacturing purposes. The chamber will only cast its influence where it will be most beneficial for the city.

The question has been discussed with Mayor Rodenbeck with the effect that the latter has formulated a plan to reissue $3,000,000 worth of thirty year waterworks bonds at behalf the interest formerly paid, redeemable at the end of ten years, by doing which it is claimed water for industrial purposes can be supplied by the city at 7 cents per thousand gallons. In addressing the Mayor on the subject, President Henry C. Brewster, of the Chamber of Commerce, said the sentiment of this body was opposed to reducing rates to large consumers, if by so doing the small taxpayers would be forced to pay a higher rate or higher taxes, but he thought it was a good business proposition that a reduction in the rate would tend to increase the valuation through increase of industries and consequent population, and reduce rather than raise taxes by increasing the use of water.

Mr. Brewster further said that the statement made by Mayor Rodenbeck as to the present ability to reduce the water rate and furnishing an adequate supply for industrial enterprises at a reasonable rate was the first official statement that had ever been obtained by the Chamber of Commerce representatives of which he expressed himself as greatly pleased with the outlook.

The Chamber of Commerce has thus endeavored to safeguard the people's interests in this matter of additional water supply.

Capital in New Buildings.

The more important new buildings constructed during the year were listed as follows by Secretary Ives:

J. S. Graham machine shops, costing $10,-000; Lehigh Valley coal trestle, $10,500; Hitter Dental Manufacturing Company, $10,000; Rochester Stamping Company's addition, $10,-000; Second Reformed Church school, $7,000; Upper Falls Ring building, $8,000; Sanitary Land Company apartment house, $10,000; Krauss-mann Brothers' block of stores and flats, neck & Yauchi block of stores and flats, $15,000; Rochester Machine Screw Company, rebuilt factory, $20,000; John G. Gibbs, rebuilt factory, $6,000; estate of Beschet building warehouse, $6,000; estate of Beschet H. Clarke, brick addition to factory, $8,000; Memorial tower, Christ Church, $24,000; New York Central & Hudson River Railroad, brick shop and store house, $15,000; Rochester shop and Electric Company power plant, ter Gle and Electric Company power plant, $30,000; Kelso Laundry Company, new laundry building, stores and flats, $40,000; Rochester Athletic Club building, $25,000; H. S. Searle block of stores and flats, $30,000; public school building at Bowen street, $60,000; public school building at Pierrepont street, $60,000; Rochester Distilling Company, brick warehouse, $5,000; J. Hungerford Smith Company, cold storage building, $10,000; new company; cold storage building, $10,000; Deininger Brothers, Dey street, $10,000; Deininger Brothers, factory building, $15,000; H. Wray & Son, foundry, $7,600; Stromberg-Carlson Company factory, $50,000; Corpus Christi Church, $60,000; E. M. Upton Cold Storage Company improvements in brewery, $25,000; new National Theater, $100,000; F. A. Cium manufacturing building, $30,000; Sunday-school building, Grove street, $20,000; Woodworth estate, excavation for a large structure, Modern Laundry Machinery Company, $15,000; Rochester State Hospital, $200,000; Masonic Temple, $150,000; Rochester Gas and Electric Company's power house, $150,000; power house, Lower Falls and other improvements, $60,000; Dr. Lee's Hospital, $15,000; Stecher Lithograph Company plant, $40,000; Pfaudler Process Company, Pneumatic Signal Company, amount unknown; St. Joseph's Church, brick building, $12,000; Church of the Blessed Sacrament, $25,000; Municipal Hospital, $25,000; additions to and rebuilding Hahnemann Hospital, $25,000.

"I Will!" Spirit Needed.

In conclusion Secretary Ives said:

In reviewing the work done by your chamber in 1902 there are reasons for congratulations at the success that has, on the whole, crowned your efforts to "bring things to pass" in this city. We have only to go to records and statistics the year to find that Rochester has steadily advanced in everything that makes a great city, year by year. New and splendid structures are springing up in all directions, new industries are coming to our midst, business men are erecting colossal factories, workshops and warehouses, and year by year the population continues to increase; and I may add, by way of parenthesis that to-day Rochester has more factories than any city of its size in the United States.

It only remains for some of the great projects favored by the Chamber of Commerce to be realized in order to see the doubling of our population within the period of a single decade. We are in the midst of unparalleled prosperity of a healthful kind, not spasmodic nor speculative, but the sort that endures, builds up and prepares the way for blessing to coming generations.

Dec 1 1902

THE UNION AND ADV

MANY IN FAVOR OF NEW ARMORY

Organizations Pass Resolutions Recommending That One be Built.

Chamber of Commerce Places Itself on Record at Its Annual Meeting.

Most of the Organizations Favor Erection of New Building on Site of Present One.

Now that the matter of a new armory has been brought forward, the project is receiving an unwonted impetus from all sides. The matter was broached by Senator W. W. Armstrong at the banquet on the occasion of the dedication of the Spanish trophy cannon on Friday evening last. Now organization after organization has indorsed the project, and it has now such substantial support as to warrant its being vigorously pushed.

At its annual meeting last night the Chamber of Commerce passed the following resolution:

"Whereas, At a banquet of the L. Bordman Smith Command, No. 54, Spanish War Veterans, on Friday night last, Senator W. W. Armstrong strongly advocated the erection of a new armory on the site of the present structure, and

"Whereas, It appears to us that in view of the public utility of the National Guard and Naval Militia forces it is the duty of the public to take an active interest in their welfare, and

"Whereas, The site of the present structure appears to us to be the best possible for such a building, since it would not only provide location for a suitable home for the military and naval commands, but would facilitate efforts to give Rochester a notable addition to her sightly public structures, it is therefore

"Resolved, That the members of the Chamber of Commerce do emphatically indorse the suggestions made at said banquet by Senator Armstrong, and pledge themselves to aid the movement to secure an appropriation from the state at the coming session of the New York State Legislature, for the erection of said new armory."

L. Bordman Smith Command, Spanish War Veterans, held its annual meeting last evening. Capt. C. A. Simmons presented the following resolutions, which were unanimously adopted:

"Whereas, The matter of an armory has lately been the talk in military circles, and we know the inadequacy of the present armory for the proper training and drill of the National Guard and Naval Militia in this city, and we further know the unsafe condition of the present armory and the fact that it has been condemned, and double-time drills ordered discontinued, and

"Whereas, We, as Spanish War Veterans, are entitled by law to a meeting place in the State Armory, and we realize that there are no available rooms in the present building for us; be it, therefore

"Resolved, That we, the members of L. Bordman Smith Command, No. 53, Spanish War Veterans, will heartily support any action taken by the military companies in the city, for the erection of a new and modern armory upon the present site, and will render them all the assistance we can to further their project."

The following petition was also signed by the members and sent to the Common Council:

"The Honorable, the Common Council of the City of Rochester:

"Gentlemen—We, the undersigned, members of L. Bordman Smith Command, No. 53, Spanish War Veterans, respectfully request that in case of the erection of a new armory on the site of the present State Armory in the city of Rochester, permission be granted by your honorable body for the use of the entire present armory site, to the curb lines thereof, and that if denied by the state authorities proceedings will be instituted to close Capron street in the rear thereof."

Capt. Frank G. Smith called a meeting of the First Separate Company last evening. The following resolutions were adopted:

"Whereas, The New York State Armory located in the city of Rochester is a building in the neighborhood of thirty-two years old and has for a long time

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local companies and for public gatherings; the drill hall is on the second floor of said building and on numerous occasions recently, ceilings on the rooms underneath the drill hall have fallen, endangering the lives of those in the rooms; there being but one exit from said drill hall, which in case of fire would prove entirely inadequate to the safe exit of the people of the hall; on account of lack of space the state property has to be stored in all parts of the building from attic to basement, which greatly handicaps the proper handling and care of such property; the drill hall is entirely too small for the proper execution of movements prescribed in drill regulations, and as the building now stands it is a source of large expense to the county annually for repairs, additions, etc., therefore be it

"Resolved, That we, the members of the First Separate Company, N. G., N. Y., do request that the Common Council of the city of Rochester and the Board of Supervisors of Monroe county enact an ordinance permitting the armory commission to draw plans for a new building to extend from the curb on South street to the curb on Clinton avenue south, making a width of 155 feet, to close Capron street and purchase additional property south of Capron street, 151 feet on Clinton avenue south and 148 feet on South street, said property being lots 7, 8 and part of lot 11 in the Johnson and Seymour tract as laid down on a map filed and recorded in Monroe county clerk's office in liber 23 of deeds, page 291, and that immediate action be requested of said bodies in order that said site for a new armory may be approved by the armory commission before the annual session of the Legislature, and be it further

"Resolved, That the senators and assemblymen from Monroe county be requested to use their earnest and united efforts in securing an appropriation for said new armory ample enough that said armory may be sufficiently large to provide for all needs of the local military companies, the G. A. R. and veterans of the Spanish-American war, and a credit to the city of Rochester; be it further

"Resolved, That a copy of these resolutions be spread upon the minutes of the First Separate Company, N. G., N. Y., and a copy sent to the Common Council of the city of Rochester, the Board of Supervisors of the county of Monroe, each of the senators of the Forty-third and Forty-fourth senatorial districts and the four assemblymen of Monroe county and that we ask their hearty co-operation and support for the measure."

The company also sent petitions, signed by the members, to the Common Council and the Board of Supervisors. George H. Thomas Post, G. A. R., and C. J. Powers Post, G. A. R., held meetings last night and each organization passed resolutions favoring a new armory. It is possible that the members of the Second Separate Naval Division will adopt similar resolutions at the meeting this evening.

DECEMBER 3, 1902.
HERALD, WEDNESDAY

NOT CONVINCED

Mr. McClintock's Objections Promptly Answered.

OLD ARMORY SITE FAVORED

President Brewster Reiterates Stand Taken by Chamber of Commerce and Says Commissioner's Objections Are Not Practical — Military Men Are Enthusiastic for Present Site.

The plan of erecting a new armory on the site of the present armory, which had been agitated since Senator Armstrong made the first suggestion at the banquet of the Spanish War Veterans last Friday night, received an added impetus on Monday night when it secured an unequivocal and almost unanimous indorsement at the annual meeting of the Chamber of Commerce.

Official action, favoring the plan had already been taken by a number of the Grand Army posts of the city, the Spanish War Veterans and the 1st Separate Company. Last night the members of the Naval Reserves took formal action, petitioning the Common Council and the Board of Supervisors to adopt ordinances by which the proposed new armory building might be extended to the curb lines of South Street and Clinton Avenue; that Capron Street, in the rear of the present building, be closed and that additional property south of Capron Street, with a frontage of 148 feet on South Street and 151 feet on Clinton Avenue be bought.

This petition, which is similar to petitions approved by other military organizations would, if granted, enable the state to erect a building 419 feet long and 138 feet wide.

While the plan has received the general approval of all the organizations directly interested and is backed by a Chamber of Commerce indorsement, there was one very strenuous objection interposed yesterday by J. Y. McClintock, Commissioner of Public Works, whose zeal for the preservation of municipal beauty and for municipal betterments generally is well known.

This is the forceful way in which Commissioner McClintock hammers the plan:

"I see that the Chamber of Commerce last night adopted a resolution

suitable for this city to be about 200 feet in width and they propose to have the structure extend from curb to curb on South Clinton Street and South Street. This will give them a building about 158 feet in width and inadvertently the Chamber of Commerce is indorsing a plan which will not give a building as wide as desired, while it will spoil two beautiful streets.

"Now the pavement in South Clinton Street was laid after tremendous effort and in the face of much opposition, and it has resulted in a beautiful thoroughfare leading into the southern section of the city. South Street is also a nice street, and to extend this new armory from curb line to curb line on these two streets will ruin them both. It will do away with the sidewalks on the west side of South Clinton Street and the east side of South Street and will ruin the looks of this corner. The building will extend right out to the pavement lines and will practically take away one side of each thoroughfare. You can imagine how this will look.

"The city is certainly entitled to a first-class armory on a suitable site, but it would be far better to take Washington Square itself for an armory site than to ruin this corner, as they propose doing. South Clinton Street is the main thoroughfare into the Thirteenth and Fourteenth Wards, and the people of these wards will never stand to have it closed up at the entrance. I do not care about closing Capron Street, but the damage to South Clinton Street will be irreparable.

"I believe in speaking my mind about this matter now, when the time is ripe, and the scheme is being set on foot. First thing you know, with all these resolutions being adopted, there will be a record that everybody indorses the plan and we will have another miserable place like the junction of St. Paul and Main Streets, where the Granite building sticks out into the street and spoils the effect. All such corners is where you need room and there should be a wide, open space, which will give a good appearance.

"I know there are plenty of available site in this city for an armory, and the thing to do is to secure a site which will not ruin one of the prettiest streets in the city, as the present plan would do. I am very much opposed to the closing of one side of South Clinton and South Streets."

When the attention of President Henry C. Brewster of the Chamber of Commerce, was called to Commissioner McClintock's objection, he said:

"Mr. McClintock may be all right in his theory, but there are exceptions. The site is most central: in fact, a more convenient site could not be found. I do not think his objections to the use of the sidewalks on these streets apply as they would to some other streets. Although near the center of the city, there is, to my mind, no objection of a practical nature to the proposed plan that has been indorsed by the Chamber of Commerce. Personally I should be very sorry to see the city spend a lot of money to buy a site in the suburbs. Nor do I think the financial condition of the city and the demands that are being made from other sources warrant a large appropriation for an armory site."

Military men, too, who are most directly interested in the matter are disposed to stand firmly by the original plan, despite the criticism.

Captain C. A. Simmons of the 5th Separate Company said yesterday: "It is easy to suggest that there are other sites, but it is impossible to find another practical site that we can get which is so convenient and well located. The suggestion has been made that inasmuch as the city can obtain the title to the river bed at the Court Street bridge by foreclosure of tax liens, this would make a good site. It would be impossible during high water to use the basement, if the armory were built there, and we are obliged to have our rifle range in the basement. Then, too, if the canal should be enlarged or a ship canal constructed, it might be that an armory building on the north side of the Court Street bridge would interfere with the canal.

"Probably we could find plenty of land in Wheatland or Charlotte for a new armory, may be the people of Scottsville would be glad to get it. But no suggestion of a central, convenient and practical site has been made that equals the present site in my opinion."

Lieutenan: James L. Whitley expressed himself with equal positiveness. He (now the military companies and other organizations interested directly or indirectly in securing a new armory here should unite and continue to urge the present site for the new building. Captain T. S. Pulver also expressed a similar opinion. In fact, none of the military men who were seen were disposed to abate their enthusiasm or discontinue work on behalf of the present site; rather they were hustling yesterday with renewed energy.

Herald
Dec 9/02

REFORM URGED

Why Chamber of Commerce Asks Change in Bookkeeping.

PRESIDENT BREWSTER'S VIEWS

Explains Manner in Which All Large Banks and Corporations Procure Reports From Expert Accountants — Thinks City Needs Up-to-Date Methods—City Treasurer's Statement.

The resolution adopted by the Chamber of Commerce at its annual meeting on Monday night regarding the improvement in city bookkeeping and urging the necessity of an expert accountant to investigate the system for the purpose of making recommendations, stirred up considerable interest and discussion in municipal circles yesterday.

The suggestion is not new. President Hiram H. Edgerton has urged the adoption of the plan since he has been a member of the Board of Estimate and Appointment; when the last two tax levies have been made he has asked that a small appropriation be made for this purpose. Over two years ago the council took up the subject, ex-Alderman William H. Marson offering a resolution directing the Finance Committee to investigate the entire subject. Two meetings of the committee were held at that time, but an adjournment was taken for the summer vacation and no further hearings were ever given. Not much progress was made by the committee and little mention has been heard of the subject since that time.

Text of Resolution.

This is the text of the resolution adopted by the Chamber of Commerce at the annual meeting:

"Whereas, The Chamber of Commerce has learned with satisfaction that the present administration, in conjunction with the members of the Finance Committee of the Common Council, are considering the advisability of revising the bookkeeping in the financial department of the city government, and

"Whereas, The efforts to collect delinquent taxes have brought to light the fact that large amounts of money are lost to the city annually, partly because of the antiquated system of bookkeeping still in use;

"Resolved, That the Chamber of Commerce, believing that a better system of bookkeeping will result in a great saving to the taxpayers of the city, heartily approves the suggestion that sufficient amount be inserted in the tax budget for the year 1903 to secure the services of a professional expert to examine into the present methods of bookkeeping, and to recommend such improved methods as shall be desired."

The committee proposing the foregoing resolution evidently had inside information of the plan of the administration and the council to revive the investigation; at any rate the statement is made that they are "considering the advisability of revising the bookkeeping in the financial department of the city government." This is the first public announcement of such an intention, but it is fair to infer that the committee spoke by the card on this point.

Fiscal Officers Not Enthusiastic.

It is evident that the two financial officers of the city, Comptroller Johnston and City Treasurer Williams, are not overenthusiastic at the prospect of an overhauling of bookkeeping systems at the City Hall. They intimate in a politic way that if the members of the Chamber of Commerce, who are showing such a sudden interest in the subject of municipal bookkeeping, would pay a personal visit to the City Hall and discover for themselves how things are done, they might be surprised to know that the present fiscal officers of the city have some very well defined views on the subject already and that they had urged time and again improvements on the council, requiring legislative action, that when put in operation will obviate much of the criticism.

City Treasurer's Comment.

When City Treasurer Williams was shown the Chamber of Commerce resolution yesterday afternoon and asked for an opinion on the subject, he made the following statement:

"Regarding the resolution adopted by the Chamber of Commerce at its meeting Monday night on the subject of the 'City Antiquated Bookkeeping' and their recommendations to secure an expert to examine into present methods and to recommend such improved methods as shall be desired. If the gentlemen will carefully read my communication to the Common Council last week they will see that the City Treasurer has a definite idea of what is required to improve the service in his department, and is only waiting for legislative and financial action to carry the same into effect.

"In my judgment it will not be necessary to employ any out-of-town expert

the members or officers of the finance... as ascertain by calling at the office."

What Mr. Williams Proposed.

Among the matters referred to by Mr. Williams in his communication to the council, he asks that a law be enacted forbidding the County Clerk to record a deed until there is filed with it a certificate to the effect that notice has been given the city assessors of the transfer. There is no sure way of tracing the ownership of property under the present system. He also states that he wishes to open books, showing as far as possible the present owners of property and requests extra clerical assistance.

He recommends that all payments to the city be made at his office; a plan which would abolish the financial end of the present water works office, where all water rents are now paid. He also calls attention to the neglect to pass a law to confirm the council right to reduce legally in its discretion the interest rate from 12 per cent. He insists that as he is personally responsible for the work of the office that he should not be handicapped by the civil service rules, requiring him to take his clerks from an eligible list, which gives no guarantee of their integrity and is at best simply a test of their mental ability.

Mr. Johnston May Comment Later.

Comptroller Johnston, when his attention was called yesterday to the same subject said he might make some statement on the subject later but he had had no time to consider the Chamber of Commerce resolution and did not desire to comment on it off-hand. It is suspected that Mr. Johnston agrees with Mr. Williams, however, that bookkeeping at the City Hall is not as bad as men seem to think who have never taken the pains to look up the matter for themselves. In fact it is possible, he thinks, that he has introduced some up-to-date bookkeeping himself into the municipal system that is worth the attention of members of the Chamber of Commerce, who are agitating the subject of bookkeeping reform.

Last night a Herald reporter interviewed Hon. Henry C. Brewster, president of the Chamber of Commerce, whose long experience as a banker has made him familiar with bookkeeping systems. Mr. Brewster said he thought the city officials entirely misunderstood the purpose of the Chamber of Commerce, if they regarded the resolution in question as any intended slight on them or a criticism of their work.

President Brewster's Views.

"It is claimed," said Mr. Brewster, "that there are plenty of expert accountants in Rochester, who are perfectly capable of passing criticism on municipal bookkeeping and conducting investigations, while there is no doubt of the ability of the Comptroller and City Treasurer as experts. I believe the object of the Chamber of Commerce resolution is to procure work entirely different than could be done by local expert accountants.

"Since I have been in the banking business," he continued, "there has been a complete change in our bookkeeping. Business has grown so fast in the last thirty or forty years that it would be impossible to keep bank books as they did in those days. I do not think there is one single bank book kept now as it was kept thirty years ago. Constant improvements are being made in banking books. We get many valuable suggestions from the bank examiners who go from one bank to another and who often suggest improvements, when they happen to see something new in some bank that strikes them as valuable.

"The business of bookkeeping for large corporations has developed wonderfully in recent years and a number of progressive cities are now regularly employing these experts to go over their books once a year to suggest changes that will be beneficial.

Work of Big Accountant Firms.

"I have in mind a number of firms that make a business of acting as supervisors and advisors to municipalities and large corporations. Take the firm of Price, Waterhouse & Co., of New York, one of the largest and best known in the world. This is the firm that was employed to supervise the bookkeeping of the Eastman Company last spring, when there was a general reorganization and a consolidation of a number of Eastman companies in all parts of the world into a single corporation with $35,000,000 capital. This same firm is the supervisor of the bookkeeping of the United States Steel Company with a billion dollars capital, commonly known as the steel trust. This corporation was a consolidation of dozens of large companies.

Chicago Employs Experts.

"I understand that Haskins & Sells of Chicago, another well known firm of expert accountants, have an annual contract with the city of Chicago to investigate its books and make recommendations for improvements. In fact, the reform of municipal bookkeeping and placing the financial matters of the city on the same plane as those of the big financial corporations, is being taken up in many cities of the United States. Rochester is a large city and its officials are dealing in millions annually. These accounts should be kept, just as well as the accounts of the United States Steel Company, the Eastman Kodak Company or other large concerns, that handle millions.

"While corporations and banks have been making constant improvements in bookkeeping and are employing up-to-date methods and are constantly looking for suggestions for more improvements, the large cities of the country have, in the main, been content to go on keeping their books in the same old way

they were kept before the civil war, when there was only a small percentage of the business that is done now. I regard it quite as important that the bookkeeping of the municipality of Rochester is kept by improved up-to-date methods as the bookkeeping of the Eastman Kodak Company, for instance.

Cost of Procuring Experts.

"It is no reflection on city officials, past or present, to suggest the advisability of employing expert accountants to overhaul their bookkeeping systems and make recommendations for improvement than for the managers of the Eastman Company to employ expert advisors in order to obtain the latest methods.

"The expense of procuring from one of these big firms of experts a report on Rochester bookkeeping and with recommendations for improvements would not be great. I have no idea what would be the amount of work required; it might cost $1,000, and it might cost a little more. Such work is paid by the day. But when such a report is obtained from firms of the standing of Price, Waterhouse & Co., the New York Audit Company, Haskins & Sells or any of the dozen others of the highest rank, that report is worth the money; it will be backed by the reputation of the firm making it. Certainly the desire of the business men of the Chamber of Commerce that Rochester bookkeeping be done on the best up-to-date plan is no reflection on the ability of city officials. The city should be quite as willing to get such recommendations as are banks and corporations generally."

The Canal Question.

It seems clear that Governor Odell intends to make a strong effort to carry out the policy of constructing a barge canal; and certain interests in New York city have already taken action to aid in the movement. Therefore, as the subject is in itself important, and as it seems destined to take the foremost place in public discussion for a time, it is well for the people to consider the project carefully and come to a determination with a full knowledge of its character. By way of clearing the ground, The Post Express presents this review of what has been done already and what it is proposed to do.

There has long been a great difference of opinion among the people of this state on the question of canal enlargement. They were sadly tricked in 1895, when they voted in favor of the creation of a debt of $9,000,000 for the construction of a nine-foot canal, for they were led to believe that this amount would be sufficient. It was not until the money had been expended that they were informed that the $9,000,000 was only about one-third of the necessary amount. This revelation made the people suspicious of all schemes of canal improvement.

In 1898 Governor Black appointed a commission to consider the entire question. It reported that the work of enlarging the canals under the plan of 1895 should be continued, and estimated that the additional cost would be $15,000,000.

In 1899, however, Governor Black's successor, Governor Roosevelt, appointed a second commission to consider the subject. It reported in favor of a canal wide enough and deep enough to accommodate barges 150 feet long, twenty-five feet wide, and ten feet draft, with a cargo capacity of 1,000 tons. This commission declared that it would be folly to continue the work begun in 1895 and estimated that the cost would be $21,000,000 in addition to the $9,000,000 already expended, and in the end the nine-foot canal would be "wholly inadequate." Acting upon the recommendation of this commission, the legislature of 1900 appropriated $200,000 for additional surveys. These were made under the direction of the state engineer and surveyor and on March 14, 1901, Governor Odell transmitted his report to the legislature. The report set forth five different plans for canal enlargement, as follows:

First, a continuation of the improvement of 1895, a nine-foot canal, suitable for boats ninety-eight feet long and seventeen and one-half feet wide, with a draft of seven or seven and one-half feet, the cost to be $19,797,928 in addition to the $9,000,000 already expended.

Second, a barge canal by way of the Mohawk and Seneca rivers; cost $76,632,446.

Third, a barge canal by way of the Mohawk and Oswego rivers and Lake Ontario from Oswego to Olcott; cost $54,705,576.

Fourth, a barge canal by way of the Mohawk and Oswego rivers and Lake Ontario to Lewiston, and thence by a canal to Buffalo; cost, $56,926,744.

Fifth, a barge canal along the present route of the Erie canal, with some modifications at Syracuse and Rochester; cost $87,317,576.

The third and fourth plans, cutting off inland traffic and giving a canal of little benefit to the people of this state, were not considered seriously. The second plan was objectionable because it would also cut off many important shipping points. Public attention was concentrated upon the first and fifth plans.

The estimates of cost did not include interest on the debt. Investigation showed that in addition to the estimate of $19,797,928 for a nine-foot canal $5,945,413 would have to be added for interest; this would make the total cost $25,743,341. In addition to the estimate of $87,317,576 for a barge canal along the

route of the Erie, $23,575,743 would have to be added for interest, making the total cost $110,893,319. Under the first plan the cost to the taxpayers would be $1.43 on each thousand dollars of assessed valuation; under the fifth plan the cost would be $10.65.

The magnitude of the cost frightened Governor Odell and in his message to the legislature he showed a strong partiality for the nine-foot canal, but recommended that the whole question be submitted to the vote of the people.

In both houses of the legislature a bill was introduced providing for a submission of the question as the governor recommended, and looking toward the creation of a state debt of $26,000,000. At a joint meeting of the commercial bodies of Greater New York held on April 8, 1901, a resolution was adopted strongly opposing this project and declaring that a thousand-ton barge canal was "the minimum of the improvement that should be undertaken." This action had a decisive influence at Albany and on April 17th the $26,000,000-bill was laid on the table in the senate by a vote of 31 to 16. This disposed of the canal-improvement question in the legislature of 1901.

At the meeting of the legislature of 1902 Governor Odell recommended that the proposition to construct a barge canal be submitted to the people and that at the same time the proposition to deepen the Erie canal to nine feet be submitted also, in order that the people might choose between them. Personally he favored the nine-foot improvement with lengthened locks and the construction of a new channel from Rexford flats to the Hudson. A bill looking to the creation of a state debt of $31,800,000 was introduced, but it failed and no money whatever was appropriated.

What is the situation now? The republicans at their state convention declared their belief "in the enlargement and improvement of the canals to such an extent as will fully and adequately meet all requirements of commerce, the expense of such improvement to be met through sources of revenue other than by direct taxation." This was interpreted as an indorsement of the 1,000-ton barge canal. In his campaign speeches Governor Odell came out flatly in favor of a canal of this kind. The democrats in their platform pledged themselves to submit to the people "a plan of canal improvement providing for a barge canal of 1,000 tons for the Erie and Oswego canals and adequate and necessary improvement of the other canals of the state."

The wisdom of making an expenditure of at least $110,000,000 for a barge canal which might, in time, become inadequate as the present Erie canal, is questioned by many persons who have studied the canal problem, and undoubtedly there is a strong sentiment in favor of the construction of a ship canal, which, beyond any question, would be adequate for all future time. These students of the canal question are especially insistent that no decision as to a barge canal shall be reached till thorough surveys have been made of all possible ship canal routes and exhaustive reports have been presented as to the cost. Under present circumstances, it may seem doubtful if they will be able to stem the sentiment in favor of a barge canal, for both parties and the governor of the state are now committed to that project.

Let us remember, nevertheless, that the scheme considers only the interests of the terminal points, New York and Buffalo, and disregards broader interests; that it does not free lake commerce, but keeps up barriers, levies toll, and breaks bulk at Lake Erie and the sea; that it involves vast expenditure for a mere makeshift; that there may be little sincerity in political declarations in regard to it; and that the popular sentiment throughout the state where it is not neglected is for the most part hostile.

The Water Question at Charlotte.

Dec 9/02

The charges made by one of the trustees of the village of Charlotte against the Superintendent of the village waterworks should be thoroughly investigated. It is charged that village funds appropriated for water supply purposes have been wasted and that the village is in no condition to cope with a serious fire, should it break out. It is further charged that the Superintendent is in league with the parties trying to buy the present village waterworks in the interests of New York millionaires.

The water question at Charlotte is a serious one, even more so than in Rochester. If the present village system is sold to the private company the residents will be delivered over absolutely to its mercy. The Scriptures say, "The tender mercies of the wicked are cruel." This may apply in the present case. People must have water. Is it likely that a company which has a monopoly of this necessity will be lenient in its charges? The residents of Charlotte may be certain that whatever price the private company pays for the village waterworks now will be repaid many times over by the people of Charlotte in the future.

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Not Beneficial to the City.

In the annual report of Secretary Ives to the Chamber of Commerce the position was taken that the Chamber "was prepared to indorse any legitimate project that has for its purpose the reducing of the cost of water for manufacturing purposes. The Chamber will cast its influence where it will be most beneficial for the city."

The position of the Chamber of Commerce is EXACTLY that which has been taken from the first by The Evening Times. The reason The Evening Times has opposed the private water company is that it IS NOT beneficial for the city. An impartial and careful examination of the facts of the case will convince the members of the Chamber of Commerce of the truth of this. The private water company is simply a scheme to exploit the city of Rochester for the benefit of millionaires in control of the New York Central Railroad.

The reasons why the private waterworks scheme will not be beneficial for the city are that it will take away the city's best customers, change the surplus of the present city water system to a big deficit, increase the tax rate, threaten the health of the city and make a reduction of city water rates to domestic consumers forever impossible.

When these objections against the proposed plan of private competition in water rates are done away with The Evening Times will indorse the plan. UNTIL THEN IT PREFERS TO SUPPORT THE INTERESTS OF THE CITIZENS AND TAXPAYERS OF ROCHESTER AS AGAINST THE PROMOTERS OF THE NEW COMPANY.

The Times Dec 3, 1902

...IES. DECEMBER 3. 1902.

COMMITTEE NAMED ON CANAL IMPROVEMENT

Five Aldermen and Five Members of Chamber of Commerce Will Look After the City's Interests.

Partright. President Edgerton of the Common Council has designated the Mayor Rodenbeck today gave out the following statement on the question of canal improvement:

"In view of the pledges of both political parties to canal improvements and the consideration of the matter by Governor Odell and the likelihood of his making some recommendation to the Legislature, it seems important that some committee in the city should take up the matter with a view to looking after the interests of the city. Some time in September last I sent a communication to Hon. Henry C. Brewster, President of the Chamber of Commerce, suggesting the advisability of appointing a committee of that body to act with a committee from the Common Council and the present administration in the matter of canal improvement.

"Mr. Brewster has designated the following committee: Daniel B. Murphy, James S. Graham, James G. Cutler, George W. Rafter and Robert ...following Aldermen to act on that com-

mittee: Aldermen Baker, Ward, Judson, Kelly and Kenealy. I have appointed to act in conjunction with that committee the heads of the departments of the city. This committee will have charge of looking after the interests of the city in connection with canal improvements.

"Various plans have been suggested for improving the canal, some of which are more advantageous to the city than others. Two of the plans contemplate changing the route so as to extend from Oswego west through Lake Ontario. Others propose enlargement of the present canal and the construction of a barge canal substantially along the line of the present canal, with certain changes at Syracuse and Rochester. The cities most active in this matter have been New York and Buffalo, the terminal points. Rochester is equally interested and the suggestion to have a committee appointed to look after the subject was made so that it would not go by default and the interests of Rochester would not be neglected."

The Pretense of Hurry.

The Buffalo "News" insists that no discussion of the canal policy of the state is now in order, save in regard to the route to be chosen.

It assumes that all the material necessary for the solution of the canal problem has been gathered; that a final conclusion has been reached; that we are to have a barge canal; and that we cannot go beyond the surveys already made, or the plans already recommended.

This is precisely what The Post Express denies. We have no survey of the line of the Erie canal from Buffalo to Syracuse which settles the question whether it is feasible to build a ship canal from Lake Erie to the Hudson within the boundaries of the state; and until that point is determined, it is sheer folly to construct a barge canal which will be at best a mere makeshift, limiting the possible development of canal commerce for ages, and compelling lake and ocean traffic to break bulk at Buffalo and New York. If we are to put any more money into canals let us aim at the best attainable results and construct such a waterway as will really unite the great lakes with the sea, if such a result be practicable. High authority maintains that we can turn the water of Lake Erie into a ship canal at Buffalo, and carry the volume of a great river, by a constant descent, to the Hudson; let us investigate the possibility; and in the meanwhile let petty but costly projects designed to serve the special interests of two terminal cities wait.

The "News" moreover assumes that the legislature must act at once and commit the people to a canal policy, of the sort it advocates. It says: "The legislature is expected to submit a proposition to the people for their approval or rejection next fall, providing for making a beginning at enlargement and for carrying through amendments necessary to the contraction of a debt to be paid on long instead of short time, with such speed as the laws of the state permit. That proposition, when submitted to the people, must include a designation of a route to be improved, or allow an expression of preference, but for practical purposes must recommend a most favored route."

To the propriety of this course, also, The Post Express puts in an absolute denial. The same cry for instant action was made by the same people in behalf of the nine-foot improvement which cost $9,000,000 without attaining the ends for which the money was voted, as the sum was inadequate to the work; and the scheme was abandoned unfinished because it was not worth what its completion would cost. Let us not be rushed, under the influence of the same narrow, selfish agitators, into spending more than twelve times $9,000,000.

The canal, as it is, has a capacity far beyond the traffic that seeks it; and in the days when its freight tonnage was heaviest there was ample capacity for more. The simple explanation of its failure is that there has been no development in canal methods or canal commerce, to keep pace with the advance in railway, lake and ocean traffic. The same old channel, the same old boats, the same old motor power, the same old loading and unloading at terminal points, with the same old, greedy charges, still continue. A barge canal will not alter the matter, but merely enlarge it and make the failure more

LOWER RATES FOR WATER

How It Would Reduce the Income of the City.

Figures Compiled at the Direction of Commissioner McClintock Show Some Interesting Facts.

If Rate to All Consumers Was Cut It Would Mean a Loss of One Hundred Thousand Dollars in Income.

At the direction of Commissioner McClintock, Chief Clerk George Herzberger of the waterworks office has prepared figures on the amount of water consumed in this city, and what the loss in income would be if the rates were reduced as has been suggested. If the charge to all consumers was reduced to 7 cents per 1,000 gallons the income of the water department would be reduced more than $100,000 annually.

Mr. Herzberger's figures show that from October 1, 1901, to October 1, 1902, about 5,100,000,000 gallons of water was consumed in the city. Of this 1,762,187,160 gallons was metered service, and the remainder flat rate service, unmetered. The metered service consumption was as follows: Domestic use in residences, 612,887,462 gallons; commercial service, such as railroads, hotels and stores, 671,194,868 gallons; manufacturers' service in factories, $478,794,840 gallons.

Commissioner McClintock figures that if the rate to manufacturers was reduced from 14 to 7 cents per 1,000 gallons the reduction in income would be about $33,000 a year, while if the rate to commercial consumers, such as railroads and hotels, was reduced in like proportion the loss in income would be $47,000 annually. If the rate to private consumers was reduced the loss in income would be about $43,000. If the rate to all consumers was reduced the loss to the water department would thus be about $123,000 annually.

Commissioner McClintock said this morning: "The small taxpayers have as much right to get reduced rates as the manufacturers and if the rates to both were reduced the loss to the city would be about $76,000 a year. You can see at a glance that this would cripple the water department so that it is not likely to be done offhand. The subject must be thoroughly studied. About the railroads we don't care. If the New York Central finds it to advantage to use our water they can pay for it.

"But the loss in income I have indicated would not be all. If the rate was ...ced it is ... would put ...eters in and there would be no flat rate service at from $8 a year upward. It would be to their advantage to use meters, for at the minimum meter rate of $5 a year they could get all the water they wanted at 7 cents per 1,000 gallons. Thus the income of the water department would be decreased further.

"The matter is one which requires much contemplation before any action is taken and the people who are crying for reduced water rates do not seem to realize this. I can say that nothing will be done until I have thoroughly looked into the matter. I am the water commissioner, and nothing can be done until I am prepared to move. It looks to me, from the figures given, as if the rate was not likely to be reduced to 7 cents per 1,000 gallons."

Canal Absurdities.

It is a curious and not very encouraging fact that, in the discussion of the routes proposed for a barge canal, newspapers are influenced by what is considered the special interests of the city in which they are published.

A Lockport paper favors the present line from Buffalo to that city. A Niagara Falls paper wants the canal constructed from the Niagara river to Lake Ontario, by way of Lewiston, leaving out Buffalo as a terminal point. An Oswego paper insists upon a route from Buffalo to Lake Ontario at Olcott, or from the Niagara by way of Lewiston, no matter which, so long as traffic is brought down Lake Ontario to Oswego and thence up to the Mohawk valley. A Buffalo paper is content with any route that makes that city a terminal point and compels cargoes to break bulk. A New York city paper insists upon any route save the two which make use of Lake Ontario, and these it condemns, because commerce, once on that level, may be tempted down the St. Lawrence to Montreal, and Western trade diverted in this way from the metropolis. A Southern Tier paper wants no money spent on the canals at all.

In a word, there is little disposition to regard the canal policy of New York with a view to the interest of the state, or the nation, or as it affects the development of commerce. The spirit of individual and community greed asserts itself. "What is there in the scheme for our town?" seems to be the test of any measure.

Yesterday The Post Express called to mind, by way of warning, the recent crazy expenditure of $9,000,000 on a project that could not have been completed with three times that sum, and would have been of little value when completed. But there is something more absurd in the barge canal scheme. Let us try to make plain the folly of it by the statement of a simple fact.

The policy of a ship canal from Lake Erie to Lake Ontario has been under consideration by the United States for something like a hundred years; and various surveys have been made. Not long ago, the necessities of Western trade called for a deep waterway so urgently, that the subject was taken up and forced upon the attention of the national government. A commission was appointed to "consider ship canal routes from Lake Erie to the seaboard; and on the report of that commission in favor of a route to Lake Ontario with two alternative continuations,—one across to the Hudson from Oswego, and the other from the St. Lawrence near Caughnawaga over to Lake Champlain, and down to the Hudson,—engineers were employed to make surveys. Their work has been done; and everything necessary to the solution of the ship canal problem is at hand save a survey of the obvious route from Buffalo to the Mohawk valley, by way of Syracuse, which is always carefully avoided, for some mysterious reason.

Now note the current lunacy. The people of the state of New York are asked to pass upon the policy of spending about $100,000,000 on a barge canal, and two of the lines recommended are essentially the same as a route already recommended to the United States for a ship canal, which has been surveyed, and is virtually conceded to be a concern of national policy. Why should New York consider a small canal where the United States is already contemplating a large one, such as the Great West demands. If we really want genuine canal improvement, and not some petty local advantage, why do we not join other states in urging the national government to take active measures for the construction of a ship canal? Why do we not at least insist upon a survey of the route from Buffalo to Syracuse to supplement the survey from Oswego to the Hudson?

And if that line prove impracticable, why should we consider a barge canal, built by the state, along a line already surveyed by the nation for a ship canal, and sooner or later to be built by the nation if nothing better offers?

Simple Arithmetic for Water Consumers.

Cost of Maintenance of Waterworks 1902.	
Actual Expenses per Appropriation (all used)	$110,000
Interest Charges	330,000
Total	$440,000
Estimated Income for 1902 at 14 cents per 1,000 gallons	$460,000
Surplus 1902	$20,000
Number of gallons of water used 1902 by Manufacturers	478,794,810
Income 1902 from Manufacturers	$67,031.27
Cost of Maintenance Waterworks for 1903 estimated.	
Actual Expenses	$125,000
Interest Charges after refunding bonds	165,000
Total	$290,000
Estimated surplus for 1903 at present rate of 14 cents per gallon	$140,000
Revenue from Furnishing 478,794,810 gallons water to manufacturers in 1902, at 14 cents	$67,031.27
Revenue from furnishing 478,794,810 gallons to manufacturers in 1903 at 6 cents per 1,000 gallons	$28,727.69
Loss in revenue from reductions	$38,203.58
Allowing that double the amount of water will be used by manufacturers in 1903 if rate is reduced, the loss would be	$76,407.16
Deduct estimated loss in revenue in 1903 on water for manufacturing purposes from estimated surplus for 1903, leaving a surplus under 6 cent rate to manufacturers of	$63,592.84

CAN ROCHESTER AFFORD TO REDUCE ITS WATER RATES TO MANUFACTURERS?

Daily Times—Dec 6 1902

For the first time in the history of the city the details of the cost of the Rochester waterworks system are placed before the public in a newspaper for the enlightenment of the public and for use in determining the right answer to the question, "CAN WE REDUCE THE COST OF WATER TO MANUFACTURERS AND STILL LEAVE A SURPLUS REVENUE FOR THE CITY OVER EXPENSES?"

The Evening Times today gives the figures showing the cost of maintenance of the waterworks, including interest charges for 1902, and the estimated surplus revenue.

The figures show the amount of water sold by the city to manufacturers at the present rate of 14 cents per 1,000 gallons and the revenue derived therefrom. The amounts of maintenance and interest expenses for the coming year (1903) are given with a small margin for unforeseen expenses and then taking the same amount of water as was sold to manufacturers this year (1902) at 14 cents per 1,000 gallons, and figuring that amount at the proposed reduction of the rates to 6 cents per 1,000 gallons the estimated surplus for next year under reduced rates will be found.

But, as it is stated on good authority that a sweeping reduction of the water rates to manufacturers would result in a large increase in the consumption of water for manufacturing purposes, this contingency is discounted by figuring that in 1903 manufacturers WILL USE that in 1903 MANUFACTURERS WILL USE DOUBLE THE AMOUNT OF WATER THAT THEY USED IN 1902, causing a reduction in the estimated surplus for 1903 of $76,407.16, but leaving even then a surplus of $63,592.84.

IT IS THUS DEFINITELY SHOWN THAT THE CITY OF ROCHESTER CAN WITHOUT QUESTION REDUCE THE RATES FOR WATER FOR MANUFACTURING PURPOSES TO SIX CENTS PER 1,000 GALLONS IN 1903, AND STILL LEAVE A GOOD SURPLUS EARNING OF THE PLANT AFTER DEDUCTING ALL EXPENSES.

The figures used in arriving at this conclusion are taken from reports of officials of the waterworks and from conservative estimates made from past operations of the plant.

...UNDAY, DECEMBER ...

...WILL GET DATA ON BARGE CANAL

Democrat & Chronicle Dec 7 1902

LOCAL COMMITTEE MEETING AT CHAMBER OF COMMERCE.

VIEWS OF LEGISLATORS

Senators Armstrong and Lewis Express Their Opinions—G. H. Raymond, of Buffalo, Comes to Rochester to Learn People's Sentiments.

The special committee appointed to conserve Rochester's interests with reference to the possible enlargement of the Erie canal composed of the following gentlemen, met in the rooms of the Chamber of Commerce yesterday: Daniel B. Murphy, James S. Graham, James G. Cutler, George W. Rafter, Robert Cartwright, and President Henry C. Brewster, of the Chamber of Commerce; President Edgerton and Aldermen Baker, F. A. Ward, Judson, Kelly, Kenealy of the Common Council; Mayor Rodenbeck, Corporation Counsel Sutherland, Commissioner McClintock and City Engineer Fisher. The committee organized by electing Mr. Murphy chairman. The City Engineer was requested to prepare estimate data of the proposed routes for the canal and an adjournment was then taken till such time as the chairman reconvenes the committee.

George H. Raymond, of Buffalo, representative of those varied interests that are at present demanding support for Governor Odell's 1,000-ton barge canal project, was in the city for a short time on Friday. He called on Mayor Rodenbeck, City Engineer Fisher, Senator W. W. Armstrong, Senator Merton E. Lewis, President Brewster, Secretary Ives, of the Chamber of Commerce, George W. Rafter and James G. ...butler.

Mr. Raymond ... enthusiastic and ... passed consid... subject for ... he is wr... in the ... regard ... the 1,000-ton ba... object in coming ... find out where you ... We always want R... their way, you know.

Senators Armstrong and stated that the ex... from Mr. Raymond were brief, and largely of a social nature. Senator Armstrong was asked whether he favored or opposed the proposed route through Lake Ontario.

"I have been opposed to the various plans proposed for the enlargement of the Erie canal, because my own judgment and that of the people of this district led me to believe that the further permanent improvement of the canal by this state was unwise. If the canal is to be improved, however, regardless of the wishes of the people of this district, we certainly have a choice as to the plan to be imposed upon us, and that will be the one which will do the least injury.

"I can only say, therefore, in reply to your question, that I expect to continue to express as accurately as I can the opinion of the people of this district upon the question when it comes before me for official action, and am watching very closely the development of public sentiment upon it."

Senator Lewis was questioned, also, and said: "I have been consistently opposed to the state of New York undertaking the enlargement of the canal. I believe that when it shall be enlarged, the enlargement should be on the lines of a ship canal, with incidental water power features, as suggested by Commissioner McClintock.

"This work, when done, should be done by the federal government, in conjunction with the state. As the enlargement will be for the benefit of interstate commerce, it seems to me that the federal government should aid in the work financially. I do not think there should be any money expended until a complete and thorough investigation of the ship canal proposition shall have been had."

The longest interview had by Mr. Raymond was the one with Mayor Rodenbeck, City Engineer Fisher was present part of the time, and the three gentlemen considered a few points in the report on the canal project submitted by State Engineer Bond, in which there is an exhaustive discuss... of the three routes along which such ... canal might be constructed. The ... is looking out for the interests ... city of Rochester, and is of the ... of a canal is to run near this ... ild be an outlet from the ... Scottsville, where he be... find it would be willing ... contractor. In relation to ... better ...bock had this to ... carry ... the appropriation ... is being determined ... channel was large enough ... channel from the ... to obviate ... in order to give ... do. If a large ... ate, its value ... to your mods ... enhanced if it can be connected with Lake Ontario. The effort necessary to secure an appropriation for this purpose at this time in connection with the general improvement would be much less than would be required after the improvement had been made.

"Two routes are proposed for the barge canal at Rochester. One extending north of the city and crossing the river at Norton street, and the other south of the city, crossing the river at South Park. In case the southern route is selected it is proposed to run the canal along the river south to the intersection of the feeder with the canal at South avenue bridge, which is to be the terminal point.

"Two of the routes proposed approach quite near Irondequoit bay, the intervening distance being about three miles. If this connection can be made and a harbor established at Irondequoit bay by the United States government, the advantage to the city would be perceived readily. Every possible advantage should be secured for the city while the plans for the canal are in process of formation."

Mr. Raymond in talking with Secretary Ives, of the Chamber of Commerce, and questioning the latter about the sentiment in this city, received a reply in part as follows:

"The people of Rochester do not want a barge canal. That is thirty years behind the times. What we want is a ship canal. What is the use in going ahead and spending the people's money on an enterprise which, when it is finished, leaves you twenty-nine years behind the times? If the people's good money is to be expended, why not invest it in something that, when completed, will be up to date?"

Mr. Raymond's reply was that the barge canal must be put through, and the people of this city should express their preferences as to route, and that if, after that canal were constructed, there should still be a desire to build a ship canal, it could be accomplished later.

"If we must choose from two or more evils," said Secretary Ives, "the people of Rochester would prefer the Southern route, that passes along south of the Pinnacle range. We do not want the North route, and the one through the city has many undesirable features. But give us our ...ip canal."

Mr. Raymond's visit was cut short by the necessity of a speedy return to Buffalo.

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Historic Scrapbooks Collection

ROCHESTER CHAMBER OF COMMERCE

ROCHESTER, N. Y., Dec. 4, 1902.

On the 12th of November we advised you that the Fifteenth Annual Banquet of the Chamber would be held on the evening of the 18th of December, enclosed you a postal addressed to the Chamber, requesting a reply as to how many, if any, tickets you desired, and asked that you please attend to the matter at once, as this year a diagram would be furnished showing where each guest was seated, and it would take time to satisfactorily arrange this.

Up to this date, no response has been received from you.

If you desire to attend the dinner, will you please fill out the enclosed card, giving your own name as well as the name or names of any guest you desire to bring with you, who you would like to be seated alongside, and also enclose your check for the number of tickets you desire, at $5 each, making check payable to Rochester Chamber of Commerce.

This year the number of tickets will be absolutely limited to 400. Nearly two-thirds of the tickets are now sold, and no one outside of the Chamber has as yet been given an opportunity to purchase tickets, save as they have been guests of members.

We have gone into the matter thus explicitly, and if we do not hear from you on or before Monday, the 8th inst., we shall conclude you do not desire to attend the dinner, and shall, on Tuesday, the 9th inst., invite such gentlemen as the Dinner Committee may designate to attend the dinner, and sell what tickets are left of the 400, providing there are any to dispose of.

Yours very truly,

John M. Ivey
Secretary.

Rochester, N. Y., ... *1902.*

DINNER COMMITTEE, ROCHESTER CHAMBER OF COMMERCE:

I desire ..... *tickets for the Fifteenth Annual Banquet of the Chamber, to be held at Colonial Hall, on the evening of THURSDAY, DEC. 18, 1902.*

Tickets $5.00 each, without wine (which can be secured if desired).

Please have tickets made out to following names:

.....

.....

.....

Would, if possible, like to sit alongside .....

.....

Enclosed please find my check for $ ..... *payable to Rochester Chamber of Commerce.*

Yours very truly,

.....

ROCHESTER CHAMBER OF COMMERCE.

DEAR SIR:

We have your order for ..... Dinner tickets for Fifteenth Annual Dinner of Chamber of Commerce, at $5.00 each.

Will you please send your check payable to Rochester Chamber of Commerce for same when admission ticket to the Dinner will be sent you.

Please also designate by name on the enclosed card to whom each ticket should be made out, and by whom you would like to sit at the dinner.

Yours very truly,

DINNER COMMITTEE.

ROCHESTER, N.Y., Dec. 4, 1902.

DINNER COMMITTEE, Rochester Chamber of Commerce:

Rochester, N. Y., ... *1902.*

Enclosed please find my check payable to Rochester Chamber of Commerce for $ ....., *being for* ..... *tickets at $5.00 each, for Fifteenth Annual Dinner of the Chamber.*

Please make out ..... *admission tickets to the following names:*

.....

.....

.....

Would, if possible, like to sit alongside .....

.....

Yours very truly, ...

YOU ARE INVITED TO ATTEND THE FIFTEENTH ANNUAL DINNER OF THE ROCHESTER CHAMBER OF COMMERCE AT COLONIAL HALL, THURSDAY EVENING, DECEMBER EIGHTEEN, AT SIX O'CLOCK.

PRICE OF DINNER WILL BE FIVE DOLLARS WITHOUT WINE, WHICH MAY BE PURCHASED BY THOSE DESIRING IT.

THE NUMBER OF GUESTS WILL BE LIMITED TO FOUR HUNDRED.

APPLICATION FOR SEATS SHOULD BE MADE AT ONCE, AS NO TICKETS WILL BE SOLD AFTER SATURDAY, DECEMBER THIRTEEN.

ROCHESTER, N. Y.,
DECEMBER TEN, NINETEEN HUNDRED TWO.

Post Express Dec 10 02

The Best Is None Too Good.

The Buffalo "Commercial" repeats the barge canal cry, cunningly chosen to deceive the people of the state, to wit, that nothing remains to be done but choose a route. It says: "The only real question at issue—and it is a very serious one—is whether the plan of improvement to be adopted shall follow the present inland route, or the Lake Ontario route."

It is assumed that the people of New York are ready to spend a hundred million dollars on canal improvement; and that they have determined upon a barge canal; but as a matter of fact these are the points as to which popular opinion has not crystalized to a conclusion. If we are to build any kind of canal, it is plain that we ought to build it through our own state, but the real issues are these:

Is canal navigation needed for modern traffic?

If it be needed, should we not discard old-fashioned devices, such as barges, and the shifting of cargo at terminal points, and build a thoroughly modern and complete canal, connecting sea and lake commerce directly?

Is it feasible to construct a canal through New York state from Lake Erie to the Hudson?

If feasible, will such a canal be worth the cost?

If it be good policy to build it, shall the state or the nation do the work?

These are the questions for the people of the state to consider and they ought not to vote a dollar to any makeshift scheme until they have formed an intelligent opinion. The moment such issues are suggested, special influences interfere to prevent their discussion; and some device is put forward by railroad managers, or Buffalo and New York shippers and elevator men, to spend a great sum of public money on a scheme of canal improvement good enough to suit them, and not good enough to meet the requirements of modern commerce.

In 1895, the people, under the same sort of pressure now in operation, voted to spend $9,000,000 to deepen the present canal to nine feet; the sum, as any one conversant with canal matters should have known, was about sufficient to clean out the waterway and put it in complete repair. When it was all gone, Governor Black appointed a commission to determine on a canal policy, and it reported in favor of spending $15,000,000 more. But the people had been fooled once and declined to be fooled again—by the same device. Then Governor Roosevelt appointed another commission which reported in favor of a barge canal, instead of the present one. The members of the commission, with one exception, stood for Buffalo and New York interests and their action was a foregone conclusion; and now there is a concerted effort to rush the people into the repetition of the old folly, under a new form, and at a much heavier loss.

They are told that there must be no hesitation, as a commission has recommended, and party platforms have approved a barge canal. But what of that? Commissions are sometimes appointed to recommend what nobody will do; and nine-tenths of the resolutions adopted in party conventions before election are made to keep up appearances, not to shape policy. Indeed, where rival parties agree on a question it may be taken for granted that the agreement means little more than respectable inactivity.

The Buffalo "News" has undertaken to make an argument against a ship canal, in opposition to the opinion of this paper. It says: "The Post Express should consider that lake steamers cost about $40 a ton of capacity to build, while the barges cost less than $10 a ton, and that the barge can traverse the canal, even a ship canal, as fast as the steamer can. It is an economy to tranship cargo from the steamer to the barge to go forward from the foot of lake navigation. Again, a ship canal would not make a connection with trans-Atlantic ports, for a vessel fit to stand the ocean travel costs about $75 a ton to build and does not pay in competition with the ship of less cost and equal capacity, for lake business. Business experience has tested everything imaginable in water carriage and found it least expensive to run the lakes with boats built expressly for that trade; to run the canals with boats made expressly for that business and to navigate the open sea with the ocean steamer built expressly for that trade. It is impossible to argue that point with men experienced in the transportation business, and it ought to be suggestive that that class of capitalists will have nothing to do with the ship canal scheme." The case must be difficult indeed, for which even our contemporary's ingenuity can find no better argument than this! Its contention is, in plain terms, that it is better to have three different vessels carry one cargo than have it go through in one vessel; but the experience of mankind is against that opinion and the constant endeavor of civilization has been to obviate such interruptions in trade.

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That has been the law of progress. There is nothing to prevent the construction of a steamer that will be fit to navigate lake, canal, and sea.

The "News" also calls attention to the great cost of ship canals, citing the Manchester canal and the Suez canal. The former need not be considered as it is merely a work constructed from a single great city to tide water, for its own convenience. The latter may be taken as an admirable illustration. It connects two seas, making way for a vast commerce, and though it cost an enormous sum, it may be doubted whether the world would not now consider it cheap at ten times the outlay. If no less would suffice to build it. And yet the commerce of our Western lakes is in volume far beyond that which passes through the Suez canal. The Post Express, however, does not care to put aside the element of cost in determining to build a ship canal through New York. It simply insists that before we adopt any other scheme we shall have definite information as to that cost.

It may be well to say in view of the allusions to New York and Buffalo interests, as against national interests, which may be made in this discussion, that they have only to do with special classes seeking to identify their own advantage with the good of great communities. The Post Express has the heartiest good will for both cities, and it would hesitate long indeed before advocating any scheme that would involve serious injury to either. Each is an essential part of the state, contributing to its prosperity and partaking of its growth. New York will be no doubt the greatest, richest, and most beautiful city in the world; and Buffalo has already won its place among the foremost, with every prospect of rapid growth in all lines of human activity. Neither should set itself in favor of so small a thing as a barge canal!

ROCHESTER HERALD

WANT SHIP CANAL

Dec 11

Important Conference at Albany This Afternoon.

ROCHESTER REPRESENTED

Commissioner McClintock, Colonel J. S. Graham and Others Will Urge Governor To Favor Ship Canal — Buffalo and New York Are United in Favor of 1,000-Ton Barge Canal.

A hearing will be given at the executive chamber in Albany this afternoon to the representatives of the Erie Canal from the various cities; at the conference, canal plans for the coming winter will be discussed and legislation outlined.

There is a very strong combination formed by the Buffalo and New York men in favor of a 1,000-ton barge canal and Governor Odell has partially committed himself to this project. Rochester business interests favor a ship canal, however, and this city will be represented at the conference in Albany this afternoon, in opposition to the Buffalo-New York clique.

Many letters have been sent this week to prominent business men in Rochester from the committee of the Buffalo Merchants' Exchange, appointed to look after canal enlargement; these letters, which are signed by G. H. Raymond, the well known canal expert, favor the 1,000-ton barge canal. This is a copy of one of the letters sent to this city under the auspices of the Buffalo Merchants' Exchange:

"You were good enough to write me some time since in favor of the 1,000-ton barge canal improvement. Thanks to the support of such men as yourself we are now in a fair way to have a 1,000-ton barge canal from Lake Erie to the Hudson River. Now that it has been decided to build such a canal the question to be settled is the route of this great waterway.

"One of the plans suggested is to use Lake Ontario from Oswego to Oleott, thence to Lockport and to Buffalo. This would, of course, give Buffalo an outlet to the seaboard and perhaps we should not interest ourselves further. However, in this struggle for canal improvement Buffalo has taken the position that we were not seeking to improve the state's waterways for any particular section, but to benefit every section of the state.

"The Lake Ontario route, as proposed, would absolutely abandon, after a very short time, the entire section of the state from Syracuse to Buffalo along the present canal and your business possibilities would depend solely on railroad permission. The Ontario route is not feasible from a navigation standpoint, but our action is that we will not be a party to abandoning the state from Syracuse to Buffalo to the railroads, even if the Ontario route was feasible. It is necessary that you express yourselves at once in this matter whether you wish the garden spot of Western New York abandoned to the railroads or not. Wish you would therefore write me in reply to this circular letter at once and make your opinion as strong as you may wish. Unless a strong protest is sent up from the abandoned section notes the Ontario route is likely to be accepted, and in our opinion no worse calamity could befall the state than to build a canal out in the middle of Lake Ontario."

Some time ago two local committees were appointed on canal matters, one by the Common Council and the other by the Chamber of Commerce. The council committee consisted of President H. H. Edgerton and Aldermen Baker, F. A. Ward, Judson, Kelly and Kenealy. The Chamber of Commerce committee consisted of Daniel B. Murphy, James S. Graham, James G. Cutler, George W. Rafter, Robert Cartwright and President Henry C. Brewster, ex-officio. On behalf of the executive branch of the municipal government were Mayor Rodenbeck, Commissioner McClintock, City Engineer Fisher and Corporation Counsel Sutherland.

A conference of these committees was held at the Chamber of Commerce Saturday afternoon, when an organization was perfected by electing Daniel B. Murphy as chairman, and plans for presenting Rochester's side of the matter at Albany were discussed. It was announced in the press dispatches yesterday that the Governor would give a hearing on canal matters to-day and Mayor Rodenbeck wired him at what hour the Rochester men could be heard. A reply was received that the hearing would be held at the executive chamber at the state capital in the afternoon and that the Rochester delegation would be welcomed.

It is difficult for all members of the committee to go to Albany at this season of the year, but Commissioner J. W. McClintock representing the administration and Colonel James S. Graham, representing the Chamber of Commerce, promised positively to be on hand at Albany to-day; Mayor Rodenbeck was undecided whether he could get away or not. The Rochester men will stand squarely on the ship canal project and will oppose the plan for a 1,000-ton barge canal, holding that it is a mere makeshift and that the state should not make any enlargement of the canal until ready to make a permanent improvement.

Mayor Rodenbeck recently gave out a statement summarizing his position on the canal question, which he explained at greater length in a communication sent to the council several months ago, urging the improvement of Irondequoit Bay as a lake harbor. Said the Mayor on this subject last Saturday:

"While the matter of the appropriation for the enlarged canal is being determined we should endeavor to have it large enough so as to provide for a channel from the canal to Irondequoit Bay in order to give us an opening to Lake Ontario. If a large canal is built through the state its value to the city of Rochester will be very much enhanced if it can be connected with Lake Ontario. The effort necessary to secure an appropriation for this purpose at this time in connection with the general improvement would be much less than would be required after the improvement has been made.

"Two routes are proposed for the barge canal at Rochester. One extending north of the city and crossing the river at Norton Street; the other south of the city, crossing the river at Genesee Valley Park. In case the southern route is selected it is proposed to run the canal along the river south to the intersection of the feeder with the canal at South Avenue bridge, which is to be the terminal point.

"Two of the routes proposed approach quite near Irondequoit Bay, the intervening distance being about three miles. If this connection can be made and a harbor established at Irondequoit Bay by the United States government the advantage to the city would be perceived readily. Every possible advantage should be secured for the city while the plans for the canal are in process of formation."

PUT THE FACTS BEFORE THE PEOPLE.

Editor Post Express:

You are doing good work. I remember your voice and mine were about the only ones raised in the state in 1894-95 against the $5,000,000 business. If they are wiser now, or no wiser, the friends of the canal should wish we had won out. Unfortunately we only represent intelligence and would have to admit it, if asked on a hearing, and it might be wouldn't then be heard but would have to give way to Mr. Bostman, Mr. Buffalo and Mr. Bothends. "What do you gentlemen want?" and of necessity it is the special interests that are there and they know. Differences of opinion are legitimate, but suppression of facts are illegitimate, and misstatements knowingly abominable. Enough of these are made in ignorance, and so the people of the state are like sheep without a shepherd when the snow shuts out the sky. The consumers and producers, not the middleman, are in a majority; it is the whole people and not a fraction, who should be interested, and the canal is the undertaking of the state and should be of the nation.

I think I know this waterway problem from beginning to end, as I did the road problem when I solved it—it is the way to do things—and have all published matter thereon and have been in communication with prominent engineers and others qualified to give opinions—which, however, as yet not presented in this state very much.

You are right as to the need of a ship canal or deep waterway through the state. I told you are not in transportation business. The lake vessel does cost more than the canal barge; it also carries more, and it carries it at just about a third of the transportation rate as figured for the deep waterway, .33 of a mill per ton mile, against .88 of a mill per ton mile per 1,000 ton barge. Moreover, if the barge were the superior vehicle it would displace the lake carrier or large vessel in the St. Mary's canal and upper lakes. It has not, on the contrary, the vessels in their increase of size quickly follow up channel enlargement and continuously displace the smaller vessels; and now government engineers are recommending at the "Soo" a new (fourth) twenty-one foot lock (as we block our own and the Canadian locks) to accommodate traffic which, for nine months of this year, was over 35,000,000 tons; over 40,000,000 in the upper lake movement—with over 20,000,000 tons of iron ore down and 7,000,000 tons of coal up. Boats are now building 58 feet beam, 550 feet long, 7,000 tons burden, more than a dozen. As the annual capacity of a barge way is claimed to be 10,000,000 tons; it will pass on only a fraction of this tonnage movement; just as it will pass only a few of the vessels engaged therein. There are about 700 vessels of over 1,000 tons above Niagara, out of about 800 United States vessels of such capacity. Neither will it pass the output of the lake ship yards, which build as well and as cheaply as any in the world. The deep waterway with twenty-one foot locks, 600 feet by 80, would pass all these, also war vessels of 75-feet beam, and, with an annual capacity of 25,000,000 tons, would carry through to New York the lake tonnage movement as at the "Soo." Another thing, these barges in a barge canal, so it is claimed, three miles an hour and its partisans also claim, besides asserting that the lake vessels will blow against the sides, that they can only go three miles an hour in a ship canal or deep waterway. Yet the fact is they make seven and one-half miles against twelve and one-half miles with the current in St. Mary's canal; and it is guaranteed by experiment and through calculation they will make 7.67 miles an hour in the deep waterway, as surveyed, which has a cross section of 5,67 square feet—six times a vessel-section, 19 feet draft by 200 and 35 feet, and is therefore a fifth greater than St. Mary's or the Kiel, Manchester, North Sea, or Suez canal, in which five or six miles is the average speed.

Moreover, on the route surveyed, Niagara-Oswego-Mohawk, there are only three canal sections of any account—twelve miles around Niagara, and, on the two divides between Oneida lake and the rivers, about thirteen miles to the west of the lake and about fifty miles to the east to the Mohawk, which is to be canalized. The rest is the open water of lakes and rivers, or rivers canalized by dams, with slack water navigation and quite free movement.

None of these sections exceeds those of other world canals, none are as difficult, and only one is longer than the Manchester, or Chicago drainage canal, constructed by single cities. They are indeed as readily to be constructed—more so—and as easily—more so,—navigated, and are on natural lines, and easily maintained.

They have these advantages over the route within state, which you favor, but which is open to the same objections as a barge canal,—of a larger canal section and, I take it, will have to be more artificial than even the barge way in its modified Oneida-Seneca route, since it may, as a hung up route or waterway, be subject to leakage and instability, it also predicates more interference (highways, railways and streams) and the disposal of spoil banks—large questions in "ship canals." If possible, as a continually descending way, it settles the water supply question, if descent be preserved throughout; but so does the Niagara-St. Lawrence-Champlain route, as surveyed, with short canal sections and better supply, all down hill, and fewer locks.

The trouble with the Canadian route, you fear, arises from the insufficiency of fourteen-feet canals, is the increase in the commerce of the lower St. Lawrence, and I have no fear myself of any route into Ontario aiding it. Foreign trade always follows the line of domestic trade, of which New York is the natural focus and the imperial center, with free vessels for return cargoes drawing export trade. And even a twenty-one foot way into the Niagara, bringing upper-lake traffic there, would distribute grain from Oswego and other points to New York rather than to Montreal. What little might be led down the St. Lawrence would be a small matter compared to making Ontario, as Erie is, in the matter of iron, steel and ship-building; while a through way to New York would carry all the traffic that got into Ontario from above Niagara, and the business of Canada, nearer on it could not be controlled but Quebec, as a more safe, easy outlet of less than 400 miles to the sea, against about 1,000 miles to the straits of Belle Isle. One of my most prominent Canadian friends has expressed the hope to me that we would build this Ontario-Hudson section first, as of most advantage to them. The English, you know, never dim free trade by political prejudice—they want commerce.

I say let us present all the facts and let the people decide. Special interests will get more than their proper share of consideration at best.

J. A. C. Wright.

Washington, D. C., Dec. 11th.

SHIP CANAL STILL URGED

Not to Expire

John A. C. Wright In Favor of That Plan.

Dec 12

INTERESTING LETTER RECEIVED BY J. Y. McCLINTOCK.

The Commissioner Takes the Epistle as a Text for a Renewal of His Arguments in Favor of Ship's Canal and Against Barge Plan.

Commissioner McClintock still sticks to his guns on the proposition that a ship canal is the only method of canal improvement worthy the attention of the Empire state and that the proposed 1,000-ton barge canal is only a makeshift. This morning the commissioner received this letter in his mail:

Washington, D. C., Dec. 12, 1902.

My Dear Mr. McClintock:

Press dispatches sent throughout the state report you, Senator Lewis and Mr. Graham as favoring barge canal on inland route. Is this so? As under the $9,000,000 improvement about twelve feet was made in Lake Erie and at Lockport which with lake level regulation will be lowered, and $8,000,000 in a short period of time would make this a 1,000 ton barge canal way Oleott, bringing the Genesee falls in harbors also claim, besides asserting that the lake vessels will blow against the sides, that they can only go three miles an hour in a ship canal or deep waterway. Yet the fact is they make seven and one-half miles against twelve and one-half miles with the current in St. Mary's canal; and it is guaranteed by experiment and through calculation they will make 7.67 miles an hour in the deep waterway, as surveyed, which has a cross section of 5,67 square feet—six times a vessel-section, 19 feet draft by 200 and 35 feet, and is therefore a fifth greater than St. Mary's or the Kiel, Manchester, North Sea, or Suez canal, in which five or six miles is the average speed.

Moreover, on the route surveyed, Niagara-Oswego-Mohawk, there are only three canal sections of any account—twelve miles around Niagara, and, on the two divides between Oneida lake and the rivers, about thirteen miles to the west of the lake and about fifty miles to the east to the Mohawk, which is to be canalized. The rest is the open water of lakes and rivers, or rivers canalized by dams, with slack water navigation and quite free movement.

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They have these advantages over the route within state, which you favor, but which is open to the same objections as a barge canal,—of a larger canal section and, I take it, will have to be more artificial than even the barge way in its modified Oneida-Seneca route, since it may, as a hung up route or waterway, be subject to leakage and instability, it also predicates more interference (highways, railways and streams) and the disposal of spoil banks—large questions in "ship canals." If possible, as a continually descending way, it settles the water supply question, if descent be preserved throughout; but so does the Niagara-St. Lawrence-Champlain route, as surveyed, with short canal sections and better supply, all down hill, and fewer locks.

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J. A. C. Wright.

Washington, D. C., Dec. 11th.

Dec 17/1902

CER DEMOCRAT AN

ANNUAL BANQUET PLANS FINISHED

CHAMBER OF COMMERCE IS READY FOR DINNER.

NEW YORK CLUBMEN COMING

Party of Ten, Among Them Major Pond and Cartoonist Homer Davenport, to be Guests of Honor—Hon. F. P. Sargent to Deliver Address.

To-morrow night in Colonial Hall, on St. Paul street, the Chamber of Commerce will hold its annual dinner, an event that promises this year to eclipse any of the dinners given previously. Secretary John M. Ives and the Dinner Committee, headed by Mr. Gregory, have worked diligently for over a month and arrangements for the dinner are practically completed.

Yesterday Mr. Ives and the Dinner Committee conferred in the Assembly Hall of the chamber, with the result that a complete diagram of seats has been made out and each member to-morrow night will know his place without consulting anything but the diagram. This feature is a new one. It will obviate much confusion.

There are to be seven tables, six standing lengthwise of the hall, the seventh running across the room, at right angles to the other six. At the seventh table the guests of honor will be seated, with the officers of the chamber. The assignment of guests at the other tables was finished yesterday afternoon, with the exception of about twenty, these being guests who have not yet bought tickets. It is expected, though, that all of the seats will have been bought early to-day.

The speakers who are certain to be here to-morrow night are Hon. Job E. Hedges, of New York; Hon. Frank P. Sargent, commissioner of immigration at Washington, and Rev. James A. Freeman, pastor of the Memorial Church, of Yonkers, N. Y. In addition to these, there will be ten club men of New York, who will arrive here to-morrow afternoon on John N. Beckley's private car. This car is to leave for New York this morning.

On account of the illness of Mrs. Clemens, it is not yet known definitely whether her husband, Mark Twain, will be here. A special car is to be sent for him and it is expected that he will see his way clear to come, but the chamber is unable to make a definite announcement. The other speakers, however, are prominent, and the ten New York clubmen are expected to make things merry.

Among them will be Major Pond, the well-known manager of lecture tours, and Homer Davenport, the New York Journal's cartoonist. These two men are so well known that Rochester will be honored indeed by having them as its guests. Others are almost as well known and it will be a brilliant party.

The doors of Colonial Hall are to be opened at 6 o'clock and for half an hour a reception will be held by the speakers. At 6:30 o'clock the dinner will begin and it is expected that every attendant will be able to get home before midnight. Wine will not be served, except upon the special order of those who attend. An orchestra is to be in attendance and every effort is to be made to provide for the comfort of the guests.

The officials who have charge of the event will rest on their oars to-day and to-morrow. The twenty guests who have not yet bought tickets will be attended to this morning and then there will be no more preparations to make. Time has indeed been taken by the forelock in planning for this dinner and everything is expected to run as smoothly as clockwork to-morrow night in consequence.

Dec 18

Dec. 18 1902

HONORED GUESTS ARE MEN OF NOTE

MANY OF THEM AT THE CHAMBER BANQUET.

THOMPSON-SETON TO SPEAK

Distinguished Student of Wild Animals, Artist Homer Davenport, Commissioner Frank P. Sargent, Casper Whitney and Many Others.

So far as could be judged last night, there will be no vacant chairs at the dinner of the Chamber of Commerce at Colonial Hall to-night. Before noon to-day, it is expected, every ticket will be taken, and the full number of 400 guests will sit down to the tables at 6:30 o'clock.

President Henry C. Brewster and Secretary John M. Ives stated last night that all of the details of the dinner are complete, and the diagram which indicates the chair allotted to each guest has been prepared. A copy of this diagram, of convenient size, will be provided for each guest. It will not only enable him to find his seat at the table without trouble, but will be a souvenir of the occasion.

No pains have been spared by the officers and committees of the Chamber of Commerce to make the occasion the most enjoyable and notable of its kind in the history of the organization. The hall is admirably adapted for the comfort of the guests at dinner, not only, but its acoustic properties are such as to make listening to the after dinner speeches a pleasure.

Special pains are being taken in the decoration of the hall. The prevailing colors are white and green. The tables will also be handsomely ornamented. Music will be furnished by Moll's full orchestra. Features of the musical programme will be "Chamber of Commerce March," composed by Gerrismone, and a waltz, composed by Miss Laura B. Ellwanger.

Hon. Henry C. Brewster, as already announced, will preside at the dinner, which will begin promptly at 6:30 o'clock, in order that guests may leave before midnight.

Not in the history of the Chamber of Commerce has such an attractive programme of after-dinner addresses been arranged. There are few if any speakers more welcome in Rochester than Ernest Thompson-Seton, the lover and student of wild animals, and the foremost exponent of animal life in the woods. Thompson-Seton will be one of the speakers to-night, and he will talk about "Wild Animals in Art." It matters very little what special topic the accomplished speaker may select, for his talk will be based upon his study of wild animal life, and cannot fail to be fascinating, even under the necessary limitation of after-dinner oratory.

Frank P. Sargent, commissioner of immigration, who is also to be one of the speakers, is not unknown in Rochester. Before his appointment to his present prominent position he was at the head of the Brotherhood of Locomotive Firemen. While occupying that responsible position, he, last summer, delivered an address before the Chamber of Commerce which attracted much attention, both on account of his economical views and his graceful oratory. He will meet with a cordial welcome to-night.

The stories which Caspar Whitney, editor of Outing, will tell cannot fail to add pleasure to the occasion. While personally comparatively unknown in Rochester, most, if not all of those who will listen to him, are familiar with his magazine work, which is devoted to manly sports and pleasures of the out-of-door sort. E. M. Douthday, editor of World's Work, is also to be among the speakers who will assuredly be present this evening.

Many of to-night's guests are lovers of the great North Woods, and they will learn with pleasure that they will have an opportunity to listen to a "Study in Woodcraft," by W. H. Boardman, president of the Adirondack League and author of "Lovers of the Woods."

Major Pond is known to many Rochesterians, owing to his long connection with lecture bureaus. They will be delighted with his reminiscences of Rev. Henry Ward Beecher, Bill Nye, James Whitcomb Riley, Sir Henry Stanley and the host of platform celebrities with whom he has been professionally connected. The cartoons by Homer Davenport have made him widely known. He is among the speakers engaged from New York.

Other speakers who will be present are: Charles Battelle Loomis, Clayton Mayo, author of "Captain Titus;" Hon. Job H. Hedges, who will talk on "Public Opinion," and Rev. James L. Freeman, of Yonkers, whose subject will be "The United States, Past and Present."

While it is known that Samuel L. Clemens, "Mark Twain," had thought it impossible to accept the invitation to speak to-night, on account of illness in his family, Secretary Ives was yesterday disposed to be hopeful that the great humorist might conclude to do so. John N. Beckley's private car, which will convey a number of New Yorkers from the metropolis, will make a stop at Yonkers this morning in the hope that circumstances will admit of Mr. Clemens joining the party.

It is announced that while President Brewster will preside, and act nominally as toastmaster, the time-honored privilege of the toastmaster occupying the principal portion of the time by talk between speeches will be waived, and the time will be devoted to the regular programme, after President Brewster's introductory address. This will enable the speaking to close at an early hour, it being the desire of some of the New York guests to return home to-night.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

FIFTEENTH ANNUAL DINNER

Brilliant Social Function of Rochester Chamber of Commerce at Colonial Hall Last Night Had the Usual Successful Features.

PROGRAMME OF SURPASSING INTEREST

Committee Brought Out Orators of Special Versatility--Frank P. Sargent Spoke on "Compulsory Arbitration"--Job Hedges Talked on "Public Opinion"--Ernest Thompson-Seton Discussed "Wild Animals in Art"--Homer Davenport, the Cartoonist, Drew Pictures--Variety Added to Interest.

The fifteenth annual banquet of the Rochester Chamber of Commerce, held last night at Colonial Hall, lacked in no wise in interest or appointments in comparison with the previous social functions of the organization.

Colonial Hall was handsomely decorated; the predominent colors being white and green, with a background of the national emblem; music was furnished by Moll's Orchestra; the menu was never more elaborate; the speaking was of a high order of eloquence, while the diversity of the topics discussed and the versatility of the orators furnished a symposium never excelled in the fifteen years of dinner giving of the organization.

Long streamers of white and green hung pendant from the center of the ceiling, trailing gracefully down the arches of the high arched hall. On the sidewalks were festoons of red, white and blue, while the background was a curtain composed of the American flag.

The fifteenth annual dinner was in charge of a committee consisting of John H. Gregory, chairman; Harry L. Brewster, E. G. Miner, jr., and John P. Morse; they spared no pains in looking after the comfort of guests and in arranging the thousand and one details that go to make the success of such an undertaking.

Reception Committee and Ushers.

Following were the members of the reception committee:

R. A. Sibley, chairman; Hon. Henry C. Brewster, L. P. Ross, H. B. Hathaway, A. B. Lamberton, C. J. Brown, Benjamin E. Chase, James G. Cutler, Max Brickner, Charles P. Ford, Charles E. Angle, Daniel B. Murphy, T. B. Dunn, J. Craig Powers, George H. Perkins, Mayor Rodenbeck, Hon. George W. Aldridge, J. N. Beckley, Henry Lomb, Lewis Chase, John Fahy, Clinton Rogers, H. C. Kimball, Abram J. Katz, J. Y. McClintock, John M. Ives, C. T. Chapin, George F. Roth, A. J. Townson, Henry A. Strong, John F. Alden.

This was the list of ushers, who looked after the seating of the guests:

L. S. Foulkes, chairman; Edward D. Chapin, Wm. J. Trimble, Henry F. Marks, W. J. Curtis, C. E. Garfield, John S. Wright, W. T. Mulligan, S. J. T. Bull, J. B. Hone, W. C. Likly, Jesse W. Lindsay, P. A. Vay, Max L. Holtz, Willard E. Moore, Frederick Will, jr., George L. Eaton.

The Menu and Music.

The banquet, furnished by Teall, was quite as elaborate as usual; a glance at the menu will indicate that the standard was maintained:

HUITRES.
Blue Points.
Hearts of Celery.
POTAGE.
Green Turtle Soup.
POISSON.
Lobster Chop, Tartare Sauce.
ENTREES.
Sweet Bread Croquett with Peas.
RELEVE.
Filet de Beef, Mushrooms.
Potato Croquett.
Asparagus, Cream Sauce.
Maraschino Punch.
GIBIER.
Roast Quail.
Russian Salad.
Olives.
DESSERT.
Individual Ice Creams.
Assorted Cakes.
Coffee.
Malaga and Catawba Grapes.
Salted Almonds.
Crackers and Cheese.

While the banquet was in progress and during intervals between the speeches music was furnished by Moll's Orchestra, the following programme being rendered:

March—Chamber of Commerce—Germania
Dedicated to the Rochester Chamber of Commerce.

Overture—Fidelio ..... Beethoven
Entr'acte—A Little Gypsy Maid..... Coss
Selection—The Wizard of Oz..... Tietjen
A Novelette—In a Chicory Corner... Bratton
Medley of Popular Airs..... Chattaway
Salizes—A Wind Poem Of the Sea...
..... Miss Laura B. Sinnagel
Intermezzo—"King Dodo"..... Jones
Medley of Patriotic Airs..... Meacham
Ballet Symphonique—Pas Des Amphores ..... Chaminade
Selection—The Prince of Pilsen..... Luder
March—A Chinese Honeymoon..... Talbo

The Toast List.

With one exception, all the speakers arrived from New York at 5.20 o'clock on a special car furnished by John N. Beckley. The toast list was even longer than usual, but the speeches were in the main more informal and shorter. Samuel Clemens, known the world over as Mark Twain was billed on the programme, but much to the regret of the audience he failed to put in an appearance. Following was the toast list as carried out:

Grace .....
Rev. Augustus H. Strong, D. D., Ll. D.
Introductory Remarks .....
..... Hon. Henry C. Brewster
Compulsory Arbitration .....
..... Hon. Frank P. Sargent
Public Opinion..... Hon. Job E. Hedges
The United States—Present and Future .....
..... Rev. James A. Freeman, D. D.
Wild Animals in Art.....
..... Ernest Thompson-Seton
-- Study in Woodcraft.....
..... W. H. Boardman
Reminiscences in Managing Popular Celebrities..... Major J. B. Pond
Some Business Experiences.....
..... Charles Battel Loomis
The Future..... F. N. Doubleday

A Preliminary Reception.

Promptly at 6 o'clock the preliminary reception at Colonial Hall began and for over half an hour an opportunity was offered the four hundred guests to shake hands with one another and to meet the distinguished visitors who were to make the addresses. Shortly after 6.30 o'clock the word was given to repair to the dining hall and speedily the guests were seated without confusion or disorder, each seat being assigned in advance and a card placed at each plate corresponding with the ticket that had been sent out.

Before the banquet opened Rev. Dr. Augustus H. Strong of Rochester Theological Seminary said grace after which the dinner was served. It was nearly 9 o'clock when the tables were cleared by the waiters and President Brewster called the assemblage to order and the speaking began. Contrary to the usual custom, no toastmaster had been designated, President Brewster simply introducing each speaker without any extended remarks.

Speech by Hon. Frank P. Sargent.

The first speaker on the list was Hon. Frank P. Sargent, United States Commissioner of Immigration. Mr. Sargeant made the most extended speech of the evening and his remarks were closely listened to by the audience, that frequently interrupted him with applause. This is what Mr. Sargent said in part:

"Nations strive for peace through the medium of arbitration when grave questions arise affecting the interests of two or more countries. The United States advocates arbitration in national or international disputes. Why not the people urge arbitration when serious questions arise affecting commerce, manufacturing or mining, and especially when so many millions of people depend upon these varied industries for a livelihood?

"I am a firm believer in arbitration as a means of preserving industrial peace. In my experience of seventeen years in the labor movement, directing the affairs of an organization of locomotive firemen, we were always prepared to submit any question affecting wages, hours of service and rules and regulations governing discipline to a third party when unable to agree with our employer. It is my firm belief that the success of the Brotherhood of Locomotive Firemen in the peaceable solution of the several grievances of its members has been on account of its willingness to stand before the bar of public opinion as to its fairness in all things relating to the employment of its membership.

"Strikes are war measures, absolutely necessary at times. They have been helpful in the past in teaching lessons [illegible] to selfishness and broaden the minds of both parties to a controversy, yet when it is possible to avoid them, and by peaceable means bring about an understanding of mutual advantage to all concerned, a happier condition follows than when extreme measures are resorted to.

Opposes Compulsory Arbitration.

"From the beginning of time men have differed upon questions affecting the rights of others. It is to be expected that when difficulties arise between men wherein great financial interests are involved, there will be times when they will not agree. When wage earners, in large numbers, band themselves together to improve their conditions of employment, it may be understood that oftentimes demands will be made that to some may appear as unreasonable, especially to those who are unacquainted with the conditions. When employers of labor are confronted with these demands, the interests involved require the most careful handling, and, very often, both the employer and employe become so far apart in their views that all conciliatory means fail. When this stage is reached arbitration should begin its mission as a peacemaker.

"I am opposed to compulsory arbitration. Compulsion is not attuned to arbitration. Compulsion means force against will; arbitration, as I view it, is a peaceable means to the settlement of the difficulty existing between two or more persons, through the medium of a third person, who has been mutually agreed upon by both parties to the controversy. This, in my opinion, is the only successful and safe way toward industrial peace.

The Time To Arbitrate.

"We have had extended discussions on arbitration. The press has given to the people the views of some of the foremost thinkers of our time. There is a universal demand for the peaceable settlement of wage disputes; but, may I ask, have we urged at all times arbitration at the right moment? I have noticed in nearly all of the disputes between labor and capital that when a strike has been declared and all negotiations between employer and employe are broken off, there comes the cry, 'Arbitrate.' It has been my belief that the time to talk arbitration is when the parties to the controversy reach that point when they cannot agree, when committees representing the employes have exhausted every possible argument in defense of their contention, before the officer representing the employer, then is when the proposition to arbitrate should be offered and urged as the best way to a settlement. At this time I can imagine that an employer would be more inclined to discuss the propriety of leaving the matter in dispute to a third person for a decision than a few days after, when his employes have quit his service and he finds his business at a standstill and he suffering great losses. When the relationship of years has not been broken off, is it not natural to suppose that the employer would see things differently and be in a better frame of mind to listen to the advice of friends than when in the midst of a bitter conflict?

Arbitrate in Times of Peace.

"Arbitration being a peaceable measure, it should be proposed in times of peace to be most effective. I have in mind instances where war had been declared and wage earners have engaged in a strike, when after several days a powerful influence has been brought to bear and a settlement effected by arbitration. But the most effective results, and where the greatest good has been accomplished, came when arbitration was invoked before the strike had been declared. I would strongly advise that every member of organized labor advocate arbitration whenever the usual methods of mutual conference fail, and not to wait until after a strike is on and then give opportunity for criticism because of the prevailing opinion that no arbitration was desired on the part of the employe. In my opinion it is a poor policy to strike a man down and then suggest peaceable understandings. When ordering a strike let it be after all overtures for an amicable settlement have failed. Let the press, the pulpit, the wage earners as individuals and through organization, use their influence for arbitration by mutual agreement when first it is found that the contending parties cannot come together. At this time, more than at any other, each is likely to be in a frame of mind to receive advice and to consider the value of it. Let no rest until a conflict is waging and the commerce of the country is clogged and the people made to feel the terrible effects of an industrial war. It is then we hear the cry, 'Nothing to arbitrate; we have no interest in the men who have left our service; they are in no sense our employes; they quit.' This is what is invariably said when you bring your influence for arbitration after war has been declared.

Should Be Taught in Schools.

"Arbitration and its purposes should be taught to our children in the schools, so that when they grow to manhood they will observe it in their business. Arbitration and its value as a peace measure to the nation should be the theme often preached from the pulpit, declared upon the rostrum, and it should always find a place in the councils of labor and be promptly advocated when disagreements arise.

"With these powerful influences at work, those who employ labor and direct vast enterprises that affect the interests of the people, will hesitate before allowing industrial war to be declared and a large number of valleys thrown into idleness.

[illegible] then it will [illegible] responsibility rest upon the one who defies public opinion and rejects its fair judgment. The more the subject is discussed the more adherents there will be to the policy. Education on this topic is necessary among the employers and employes as well as the general public. From the influence of such meetings as those held by the Civic Federations in Chicago and New York and at this time, when men who represent Labor and Capital understand the true relations which should exist, and will be understood by others, we may hope for the coming of an industrial peace, which will be profitable to all alike, and abiding forever.

Boards for Each Case.

"The public say, 'Arbitrate.' Let those who refuse this powerful medium be held responsible when industrial war is declared; but under all circumstances see that arbitration is suggested before the blow is struck. The most successful settlements made through arbitration have been where boards were selected for the occasion. While national and state boards might at times be of value, I am of the opinion that the safest plan is through a board that is selected on account of its members' special fitness for the particular case then in hand. I am satisfied that better satisfaction would be obtained if the parties to the controversy selected their own arbitrators than to depend upon a standing or national board. What is required to make successful arbitration is to keep out that which appears like compulsion in any form. Where there is a mutual desire on both sides to arbitrate, then there will be no difficulty in bringing the contending forces together. I am convinced that the most successful way to apply arbitration is through boards created to meet each individual case, where the parties to the question in dispute have a voice in the selection of the arbitrators. While it may be true that national and state boards may be successful in some instances, yet I am of the opinion that the board selected by both sides to the particular controversy to be decided will accomplish more, and, when a settlement is reached, a better feeling will result."

Rev. Dr. Freeman's Speech.

Rev. Dr. James A. Freeman of Yonkers was the next speaker called out by President Brewster. His topic was "The United States—Present and Future." He said in part:

"Rochester has contributed in no small way to the solution of an important problem. You have said to the world that all we have to do is to press the button and you will go to the best. My subject is one of infinite proportions—there is no limit to its height and breadth. The test of a country is not in its census, but in the kind of men it turns out.

"This is called a golden age, and it is true. But never forget that prosperity is not an index of character, nor does it furnish a guarantee of the permanence of a nation. A country is to seek first, last and all the time, the right type of manhood. When Rome was most prosperous, it was the decline of manhood that marked her downfall. When France was at the height of her splendor, prodigal in her wealth, she yielded to the revolution because the life blood had been drained from her sons.

"When we are afflicted with a spirit of jingoism, when we can say that we have a market in every port, when our sails whiten every sea, let us remember that this is not our chief glory, but that our hope is in a strong manhood.

"I am not a pessimist. No man can be a pessimist and a Christian at the same time. But the time has come when the supremacy of Christ must be recognized. Christ was always an optimist. In speaking of genuine manhood, I wish to say on behalf of my own calling that I believe the pulpit must come in contact with the men of this city who are working out the large problem of trade.

"I would not be a pessimist. We have not reached the meridian of our splendor. We are the youngest of the world's great powers and we are only beginning to recognize our strength among the nations. This country did a splendid thing when it said, concerning the little island of Cuba, that no old world's power should dominate it. This country is awakenig every day to a sense of its own responsibility.

"We have had a most magnificent demostration of the power of genuine manhood in the death of our late President at Buffalo last year. Not only have we a splendid demonstration of America's manhood in the President, McKinley, but we have an equal demonstration in the earnestness and sincerity of the present incumbent in the White House. No man in this land is acquainted with President Roosevelt but believes that when he knows he is right, no power can turn him from his course."

"Always Room at the Top."

"I say to the pessimist that we cannot avoid expansion; expansion in wealth, expansion in labor, expansion in territory. Not long ago I was in Washington when there was a debate in Congress over the admission to that body of a man, who pleaded that he had been elected by the people of his district and was entitled to his seat. But opposed to him was the petition of millions of women of this country, who demanded on behalf of the American home that no polygamist should be given a seat in Congress. When a man sees around him such splendid object lessons of the sense of obligation of a people and a realizing sense of responsibility, we need not fear for the future of the country.

"Sometimes we hear the cry that the rich are growing richer and the poor are growing poorer, but there is as one of our greatest statesmen said, always room at the top. I was a railroad man, as was Mr. Sargent, before I entered my present calling, and I know that I received my most valuable education in my contact with men, as a railroad man. There is plenty of room at the top in this country; the man who will apply himself is bound to rise to some position of honor and trust.

"Some one has said that a man is not so much a fact as a possibility. The possibilities of the twentieth century are greater than any previous century. Your sons may grow up to be better and larger and bigger men than you are. Your son can take up the task when you lay it down. The men of the Rochester Chamber of Commerce are men of strong minds and business ability, but the possibilities of their sons are greater and indefinitely broader.

"In conclusion, let us always cherish the flag that floats above us. Let its white remind us always of the purity of American womanhood, the red of the virility of American manhood, its blue of the hope of our future destiny, its stars the aspiration of the coming generation."

Hon. Job Hedges on "Public Opinion."

Hon. Job E. Hedges of New York was the next speaker. His topic was "Public Opinion." He said in part:

"I labor ten hours a day, but my profession does not permit of my being called a laboring man, and my bank account prevents me from being a capitalist, and nothing but my physical condition, so far as I can see, justifies my existence, judging from what I have heard the other speakers say. We are living in an age of law and rhetoric. There seems to be no question about the safety of the republic. The question is who is going to save her. There are as many political nostrums as there are civic diseases. Law tells us what we ought not to do; sentiment tells us what we ought to do. I revere and uphold that act of our chief magistrate by which he stepped in and brought about an arbitration between capital and labor in the great coal strike; but that act would have been utterly fruitless if it had not had back of it the public sentiment. Theoretically and on Fourth of July, we are a people of law and order. Practically, we are a people of sentiment. I am opposed to trusts and will always be until I break into one. I am in favor of organization of labor only when such organization protects the rights of the weakest, and when it gives the fullest opportunity to the brains of the brightest.

"In the early days of the republic we had a time honored instrument known as the Declaration of Independence. In that it was stated that all men were born free and equal; and so they are—for a minute—and after that, their paths diverge. The brightest and the strongest progress, and the weaker and less strong also progress, but not so fast.

"The American people are drunk in their effort to fool themselves, and they are the only people that are fooled. There have been nations greater in war, in commerce and in art, but there has been no nation greater than this in furnishing opportunities of advancement for its citizens. The man who has a political nostrum and wishes to make a remedy for the crime must describe the crime, and he usually does it to his own satisfaction. I haven't any remedy, but I do know that when the people of the American republic say 'we' instead of 'you and I,' the trouble is over. There is no human right of mental or physical labor, there is no right of property that rises above the word republic, and no man can place it above the word republic. This government is not an accident, and it is going to live on. I believe with the reverend gentleman who preceded me, that we are better to-day than we were yesterday, will be better to-morrow than we are to-day; but how much depends upon how we are training up men to be moral, manly men."

"Wild Animals in Art."

Ernest Thompson-Seton, the well known author, was introduced next. His subject was "Wild Animals in Art." He spoke of many interesting traits of wild rabbits and wolves. He said that the wolves had a language of their own, not very extensive, perhaps, but still a means of communicating different thoughts to one another. Some of their cries he had come to know from observation. He gave what he called the rallying cry, and the closing in cry, when the pack was ready to descend upon its prey, and several others.

He stated that in the early eighties bounties were offered for dead wolves, and they were killed off rapidly. Now it was impossible to get a wolf into a trap, or to get one to take poison. They had learned how to avoid danger; and the older ones must have taught the younger ones about these dangers. Only a few wolves have been caught in traps, and it was therefore impossible that all wolves could have learned to avoid traps from actual experience. The only inference was that they had taught one another of these dangers. As a result, he said that the wolves were rapidly increasing in numbers again and had even come so far east as New York state. He said that the people only appreciated the animals they were exterminating when they were about to lose them.

Cartoonist Davenport Entertains.

F. N. Doubleday, editor of World's Work, and W. H. Boardman each spoke briefly, and then Homer Davenport, the famous cartoonist of the New York American and Journal, made a few caricatures and told of a few of his interesting experiences as a cartoonist. Mr. Davenport said he had not come to Rochester as a speaker nor as a cartoonist. "In fact," he said, "I don't know why I am here." He said he had been brought up on a farm and that once while attending a political convention in Chicago he had taken a notion to sketch his father. By some mistake the sketch had been sent on to his paper and was published the next morning and entitled "A Delegate from Missouri." A few days later he received an abusive letter from a man in the South, referring to the sketch and threatening all sorts of dire things if the men in the North did not quit abusing the South. Mr. Davenport replied, stating that he had meant no harm, but that the sketch was that of his father, a Northerner.

Mr. Davenport said that Chairman Brewster had come over to his place at the table and whispered to him that if he was going to sketch any local men he would like to have him not forget Mr. Brewster. Mr. Davenport's first caricature represented Mr. Brewster.

Mr. Davenport then told how a colored man from the South had accosted Senator Hanna in Washington and called him by his name. The Senator wanted to know how he knew him, and the colored man had said by his pictures. "What," said the Senator, "not by those libels that Davenport draws?"

"Yes," said the colored man, "they look so different from what you do that somehow I was able to pick you right out."

Then Mr. Davenport made a sketch of Senator Hanna.

The cartoonist told an interesting anecdote about Gladstone and made a sketch of the Grand Old Man. His last sketch was of Senator Platt.

Dinner Ended With Story Telling.

After Davenport finished his pictures, several of the visitors from New York were called on to tell stories. They made no speeches; attempted no argument; simply told stories. But the stories were told in inimitable style; while they are unreportable by reason of their dialect, they were greatly enjoyed by the audience.

Charles Battel Loomis gave an Irish fairy tale. Clayton Mayo, author of "Cap'n Titus" told a whaling story that had the New England dialect down pat. The conclusion of the feast was a story by Homer Davenport, giving his experience with peacocks.

It was a half hour after midnight when the assemblage broke up, having spent one of the most enjoyable evenings of the sort ever given under the auspices of the Chamber of Commerce. The visitors' car was attached to the 1.15 train this morning and they left for the Central station as soon as the banquet was ended.

THE GUESTS.

Complete List of Men Who Attended the Banquet.

Following is a complete list of the guests who attended the banquet:

Table A—D. B. Murphy, Homer Davenport, John N. Beckley, W. C. Brown, Charles P. Ford, L. P. Ross, T. B. Dunn, H. B. Hathaway, James G. Cutler, A. B. Lamberton, J. Craig Powers, Hon. George W. Aldridge, Merton E. Lewis, Max Brickner, Frank Seaman, R. A. Sibley, Charles E. Angle, W. H. Boardman, Clayton Mayo, Rush Rhees, D. D., Charles Battel Loomis, Augustus H. Strong, LL. D., Ernest Thompson Seton, Hon. Job E. Hedges, Hon. Henry C. Brewster, Hon. Frank P. Sargent, Major J. B. Pond, James A. Freeman, D. D., Casper Whitney, F. W. Doubleday, Hon. Adolph J. Rodenbeck, Benjamin E. Chase.

Table B—Samuel Mott, jr., Michael Doyle, W. W. Whams, M. D., Charles R. Sumner, M. D., W. B. Armstrong, George G. Foster, Lee Richmond, H. W. Bramley, Willis Coon, Loren D. Eldredge, W. J. Hayes, J. L. Wenier, M. D., J. J. Mallery, J. Leslie Weller, jr., George L. Eaton, F. W. Yates, A. G. Yates, Frank J. Hone, George H. Perkins, George C. Buell, George Raines, C. E. Bayliss, David Hoyt, Julius M. Wile, Rev. A. J. Graham, Colonel J. P. Cleary, Joseph A. Crane, C. F. Otis, M.D., Alexander Martin, E. P. Libbie, D. G. Martin, C. H. Fairchild, A. M. Holder, J. H. Wallace, Clinton Rogers, C. S. Clark, John M. Ives, G. Clay Cox, Dwight S. Beckwith, W. J. Curtis, John H. Gregory, E. G. Miner, jr., Harold F. Brewster, Harry L. Brewster, Hon. Adelbet P. Rich, H. C. Kimball, C. H. Wiltsie, E. G. Ashley.

Table C—Frederick Smith, J. T. Shumaker, Henry F. Neun, Louis J. Neun, A. G. McNerney, F. B. Graves, J. H. Boucher, B. G. Saunders, D. D. S., Frank A. Brownell, Wendell M. Smith, H. M. Hooker, D. F. Power, C. M. Stebbins, B. W. Everest, W. H. H. Rogers, J. W. Moore, A. D. Buedingen, George R. Bausch, Henry A. Zimmer, Charles W. Weiss, Rev. J. F. W. Helmkamp, George Roth, E. W. Peck, John F. Dayer, Frederick Will, jr., Frederick Will, F. A. Stecher, Adolph Lomb, Edward Bausch, Henry Lomb, Charles W. Anderson, Thomas W. Newcomb, Thomas J. Northway, Rev. Albert Evans, C. H. Mason, P. E. Mason, Louis H. Whitbeck, A. Dann, M. D., Charles O. Harris, George R. Fuller, T. W. Martin, Willard E. Moore, Philip Present, W. W. smith, George L. Primrose, S. N. Keener, Richard Gardiner, Charles L. Hunt, J. S. Weldon, J. L. Hotchkiss, F. D. Russell, Charles T. Chapin, Thomas F. Brown, Ernest Woodward, Jacob Koerner, George Knob, Henry Bausch, William Bausch, William Drescher.

Table D—Hon. W. L. Parkhurst, Henry J. Ellis, W. H. Dunn, George Huff, Charles Evans, David M. Brickner, H. C. Cut[illegible]

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Hopkins, Matthew G. J. L. Hone, E. Palmer, Griff D. Palmer, J. D. M. Steadens, H. H. Rich, C. E. Tree, F. S. Stebbins, Frank G. Smith, Max L. Hollz, J. J. Fisher, Joseph H. Weiss, A. L. Perkins, George C. Perkins, Charles H. Chase, Frederick Farber, A. H. Dewey, Newcomb Carlton, J. A. Barhlte, Milton Clark, M. W. Rundel, J. H. Kent, R. A. Adams, M. D., John M. Lee, M. D., E. H. Howard, M. D., George Metzgar, Henry W. Uls, Albert T. Thompson, James Gonnell, Thomas G. Skase, A. L. Thompson, J. M. Wamsley, George C. McLaughlin, Gilbert E. Mosher, F. A. Tracy, Lauriston L. Stone, R. A. Kneeland, A. Greenberg, C. A. Simmons, S. J. Warren, E. W. Burton, P. A. Vay, Giles B. Miller, H. C. Phillips, Louis Chase, William Pitkin, C. C. Morse, William S. Morse, John P. Morse, John B. Hamilton, Clarence V. Lodge, P. F. Keefe, George A. Lent, George H. Towner, Rev. Thomas Cardus.

Table E—Rev. S. Banks Nelson, Edward D. Chapin, H. F. Marks, W. J. Trimble, J. H. McAnarney, Geo. W. Allen, Dr. W. E. Dake, Frank S. Thomas, H. R. Graves, J. C. Cook, A. S. Colebrook, W. H. Duffett, A. H. Donn, Geo. F. Johnston, Virgil M. Graham, Dr. V. A. Hoard, R. A. Badger, E. M. Curtice, James B. Given, Louis S. Foulkes, B. B. G. Griffith, A. E. Bickford, Rev. J. P. Sankey, Chas. E. Colby, Dr. L. W. Howk, Dr A. W. Henckell, S. B. Foster, J. Gerling, M. Kondolf, Louis W. Moore, Marcus Strauss, G. G. Macpherson, C. E. Lyon, Peter V. Zeeveld, Houston Barnard, Spencer J. Stewart, Herbert O. Howlett, Frederick Morse, Charles J. Walcott, George B. Dresser, Frank H. Hamlin, John C. Woodbury, Rev. Murray Bartlett, J. C. Kalbfleisch, C. H. Palmer, John F. Alden, D. D. Sully, J. G. Dyoler, Richard E. Dudley, Geo. B. Watkins, W. H. Wood, H. S. Brewer, Fred H. Beach, Rev. I. N. Dalby, Hon. W. A. Sutherland, Hon. Edwin A. Nash, Henry A. Strong, Walter S. Hubbell, Levi Adler, Joseph Michaels, Abram J. Katz.

Table F—John S. Wright, E. H. Chapin, Dr. W. T. Mulligan, Chas. H. Stearns, Walter M. Benson, Jesse W. Lindsay, J. B. Hone, George W. Rafter, John P. Palmer, E. A. Fisher, Warren L. Fisk, Charles F. Fisher, F. C. Trotter, W. D. Pheterplace, Brougham Allen, Roy H. Jarrett, C. V. Z. Barton, W. C. Likly, Harry Likly, C. F. Ames, L. M. Beattie, Charles Hoffman, W. C. Barry, Jr., W. C. Barry, L. G. Wetmore, A. V. Smith, B. G Bennet, E. L. Gifford, M. A. Hosford, Stafer Johnston, T. S. Johnston, C. A. Van Der Beck, J. Franklin Dale, F. P. Van Hoesen, R. J. Strassenburg, H. F. Snider, C. F. Garfield, E. Clayton Smith, J. A. McBride, Eby Meyer, Herman Streng, James Fee, W. J. Robinson, Samuel S. Simonds, Henry Barnard, Paul T. Markhoff, T. Porter Ford, Arthus B. Enos, H. C. McAlpin, L. R. Jones, John W. Taylor, J. Merton Taylor, T. J. Watson, W. H. Jordan, M.D., E. A. Cross, P. J. Cogswell, T. B. Ryder, Rev. D. D. McLaurin, W. A. McKinney, Erick Moore, Henry J. Moore, A. J. Townson.

Table G—A. E. Williams, Frank Ellery, A. Frank Warren, Chas. E. Dickinson, W. L. Thompson, H. L. Hall, Charles Stenzel, C. N. Steltz, Harvey Remington, R. A. Hamilton, M. W. Greene, R. M. Myers, Chas. S. Alden, H. C. Newcomb, Charles Wray, William Wray, William Karle, H. H. Pryor, C. E. Bowen, R. C. Kerschner, C. F. White, John C. McCurdy, Rev. C. H. Moss, W. S. Strowger, J. A. P. Walter, A. W. Moore, Geo. M. Sweet, R. Nell Burgess, S. C. Langslow, J. E. Teall, W. L. Perrin, M. P. Howell, P. A. Clum, Geo. Atkinson, W. J. Graham, George J. Oaks, J. S. Graham, G. C. Southard, N. C. Barnum, Luther C. Holmes, Charles W. Diamond, S. J. T. Bush, J. P. McMahon, James F. Gallery, T. A. Smythe, and press representatives.

SITUATION IN HAND

HEALTH AUTHORITIES ARE RECEIVING CORDIAL SUPPORT.

Chamber of Commerce and Pulpit Enlisted in Support of Vaccination—Health Officer Goler Gives Facts and Figures of Hope Hospital.

Post Express DEC 2 1902.

Press, pulpit, city authorities and Chamber of Commerce are all united now in a crusade to the end that every person in Rochester shall be vaccinated. In Saturday's conference between city officials and representatives of the Chamber of Commerce, among other things it was agreed to ask all the city clergymen who could be reached to urge from their pulpits the necessity and advisability of vaccination, if only as a measure of co-operation with the authorities in stamping out smallpox. It is understood that the request was complied with pretty generally.

Very Rev. Thomas F. Hickey, V. G., after the sermon at high mass yesterday morning at St. Patrick's cathedral, referred to the matter, being careful to speak of "the malady." He prefaced his remarks by the statement that while the pulpits in Catholic churches are only used to expound the gospel, yet, on suggestion of the city authorities it was thought proper to refer to the health of the city. Father Hickey stated that there was no cause for alarm and that the prescribed safeguards, if followed, would have the effect of relieving the situation. "If persons would not discuss the matter and spread false rumors," he said, "the feeling of alarm would soon pass away. Your minds should not be filled with the thought, when there are so many other and more agreeable things to discuss." "In matters of theology," he said, "we come to me for our views. Today I give you a

"God has given you life and health," he continued, "and you are in duty bound to take all precautions to conserve them. It is not only a duty to yourself that you be vaccinated, but it is a duty you owe your family, your friends and the public at large, for you mingle with them in the home, in the office and on the street." In concluding Father Hickey advised all his parishioners to be vaccinated and not to be unduly alarmed over the situation or allow their imagination to conjure up false conditions.

Rev. Thomas L. Cardus, of Cornhill M. E. church, followed the same general line as Father Hickey in his remarks. He stated to his congregation that he spoke as he did because of the request from the city authorities and the business men of the city.

Health Officer Goler has authorized this interview on the conditions at Hope hospital:

There is not a tent in use at Hope hospital.

"No acutely sick are quartered in election booths.

"All of the acutely sick are in long, clean, warm, light, comfortable houses. Some of these houses are divided into small rooms. In others the divisions are made so that patients may be supplied with single rooms.

"There are now twelve very sick patients at the hospital.

"There are now, all told, sixty-three patients in bed.

"Twenty-one of these are in bed because of boils or because of some lesser skin affliction.

"Over sixty of the total number of patients go to a large dining room three times a day and eat their meals. How much do these people need nurses?

"There are thirty-two children under 8 years old in the hospital.

"Between twenty and twenty-five patients will be discharged before Christmas.

"There has not been one death at the hospital caused by pneumonia or any other lung complication.

"There are now fourteen nurses and three doctors in the hospital.

"This correctly describes the conditions that exist at the smallpox hospital. Do you see anything particularly alarming about them?

"There wouldn't be anything alarming if people would get vaccinated. That's the whole trouble. People won't get vaccinated and yet they take pains to circulate idle rumors about the disease they do not raise their finger to prevent.

"We are doing all we can to vaccinate the citizens of Rochester and we are now short of the whole population only about 16,000. If everybody were to get vaccinated to-morrow, there wouldn't be a case of smallpox in the city by February 1st."

Commissioner Gilman has issued an order to the effect that policemen and firemen who do not produce a certificate of vaccination before January 1, 1903, will be suspended from duty.

The situation at Hope hospital is much improved according to to-day's reports from the local health office. There were 182 patients there Saturday morning. No new patients were received on Saturday but six were discharged. This left 176 patients at the hospital yesterday morning. Three new cases were received yesterday and three patients died. Ten patients were discharged, leaving 166 patients there at 5 o'clock this morning.

CHAMBER OF COMMERCE PRESIDENCY

Daily Herald DEC 22/02

Trustees Will Elect Successor to Daniel B. Murphy at January Meeting--Several Candidates Suggested.

It is understood that despite the pressure that has been brought to bear, Daniel B. Murphy, who was elected president of the Chamber of Commerce at the annual meeting held earlier in the month, will insist on the acceptance of his resignation that was tendered on the night of election. To be sure, the resignation was expected, as Mr. Murphy had insisted from the start that his business interests were such he could not accept the responsibilities of the place. But the nominating committee did not fill the vacancy, so there was nothing to do but to elect Mr. Murphy and then if he insisted on withdrawing the trustees could fill the vacancy in January; this course will now be followed.

Hon. Henry C. Brewster, the retiring president, will complete his term with the end of the month, and as his successor has been elected, he will not, under the constitution and bylaws of the Chamber of Commerce, hold over for another year unless he is regularly elected by the trustees to fill the vacancy. Mr. Brewster insists that some other man must be chosen, as he has given his time for one year and had the honor.

There has been some quiet canvassing among the trustees in the last few days, and while under the circumstances there are no active candidates for the place, it is anticipated there will be no delay or difficulty in filling the vacancy. Thomas B. Dunn was elected as first vice president at the annual meeting and if he would accept the higher place he would naturally be selected, but Mr. Dunn has stated that while he would be willing to serve in a subordinate capacity he cannot give the time that is required of a president of the association.

The suggestion has been made that is received with general favor that Captain George F. Roth, president of the Rochester Carting Company, be elected as president of the Chamber of Commerce. He has always been an active worker in the chamber and is one of its most popular members. Attention is called to the fact that not since the Chamber of Commerce has been established, fifteen years ago, has a business man representing the German-Americans of the city, been elected as president. This is surprising, considering the prominence the German-Americans hold in business and the active support they have always given the Chamber of Commerce. Of course, such an oversight was not intentional. The suggestion of Captain Roth for president meets with much favor, not only on account of his popularity and business standing, but the additional fact that his election would be a recognition of one of the strongest elements of the organization.

Another suggestion is the name of A. B. Lamberton, president of the Rochester Park Commission and a former president of the Chamber of Commerce. He is an active, public spirited citizen, who filled the position of president several years ago with entire satisfaction.

Another suggestion is the name of Charles F. Ford, also a former president of the association and also a member of the Rochester Park Commission. Mr. Ford is the head of the C. F. Ford Shoe Company.

The next regular meeting of the trustees will be held early in January and the matter will be decided definitely at that time.



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Historic Scrapbooks Collection

1891. 4th Dinner.

J. Harry Stedman, Chairman.
Charles M. Everest,
John E. Morey,
Henry D. Stone,
Philip S. Townsend.

1892. 5th Dinner.

J. Harry Stedman, Chairman.
Charles M. Everest,
John E. Morey,
George C. Buell, Jr.,
Philip S. Townsend,

1893. 6th Dinner.

J. Harry Stedman, Chairman.
Max Brickner,
Horace C. Brewster,
H. Franklin Atwood,
Charles Goetzmann,
George Moss.

1895. 8th Dinner.

H. C. Kimball, Chairman.
L. L. Allen,
H. F. Atwood,
Philip Bartholomay,
D. M. Brickner,
W. E. Sloan,
George Wilder.

1896. 9th Dinner.

Harold C. Kimball, Chairman.
Josiah Anstice,
Philip Bartholomay,
Charles E. Bayliss,
Harold P. Brewster,
George C. Buell, Jr.,
J. Warren Cutler,
Abram J. Katz,
Edward G. Miner, Jr.,
George Moss.

1899. 12th Dinner.

A. B. Eastwood, Chairman.
A. J. Townson,
D. B. Murphy,
W. S. Morse,
A. E. Vogt,
J. M. Wile,
W. E. Sloan,

1900. 13th Dinner.

Horace C. Brewster,
H. F. Atwood,
John E. Dumont,
Harry S. Woodworth,
W. J. Curtis,
John H. Gregory,
L. S. Foulkes,
David Brickner,
A. E. Vogt,
Charles Goetzmann,

1901. 14th Dinner.

Charles Goetzmann, Chairman.
Wendell J. Curtis,
Albert E. Vogt,
Charles T. Chapin,
Harry S. Woodworth,
William C. Likly,
Simon N. Stein,

1902. 15th Dinner.

John H. Gregory, Chairman.
Harry L. Brewster,
E. G. Miner, Jr.,
John P. Morse.

BY NO MEANS VISIONARY.

Editor Post Express:

Apropos of the editorial of the 18th instant: I wish you would disabuse the Syracuse "Herald" and others of the idea that a ship canal is visionary or far off. It is just as practical and just as practicable as the barge canal. It is merely a question of eminent domain and dollars and cents. I know that if you would assure me as to the eminent domain and the dollars, I would contract to build it for the estimate within ten years, and allow a penalty of $1,000,000 a year for each year exceeding that limit, if you would give $1,000,000 a year bonus for a specified completion, and I would give satisfactory bonds to that effect. The scheme is just that practicable, I believe, too, that the surveys and data for a ship canal are better than those for the barge canal, as more time and experience were put on them. Our state engineer had these and $250,000 for the excellent barge-way survey he made; but we only got the appropriation at the last hour of the session of the assembly, so the $300,000 was not attainable till about May, and there was an election in November, and the report was due January 1st. I had urged the appropriation, as I wanted to give the barge-way standing on its merits; and as the surveys of the national commission on ship canal routes, owing to lack of time and means, were worthless save as preliminary sketches.

I had Lyman E. Cooley, the projector and chief engineer of the Chicago canal, and Isham Randolph, its then and now chief engineer, visit Rochester in March, 1899, to address the Chamber of Commerce on this waterway development, and the latter gave full stereopticon views in all stages of the building of the Chicago canal. Both assured me then, as they had before and as Mr. Cooley has often since, that it was a matter of ten years at most, more likely five, after the start, to construct a ship canal. So have others like distinguished engineers. November 12, 1899, I gave the Chamber of Commerce an address, with about sixty slide pictures of the deep waterway plans, maps, profiles and structures, and about forty of the Chicago canal, showing what was to do, and what had been done, and giving a practical demonstration; so that Rochester ought to know and prove to others that deep waterways are practicable.

Chicago, in building her canal, put cost and time in two by American methods and the great machinery which such construction warrants.

If you write to Lyman E. Cooley, he will tell you that he was interested enough to raise about $50,000 for the United States commission, for necessary expenses as we were able to get only $16,000 from our great government at the go on; he will also tell you why they left out your route and took the Ontario route. Our route, you see, has only twelve miles or so of canal at Niagara, thirteen miles the side of Oneida lake, and fifty miles the other side—natural development as each completed—a system so much extended; and our surveys, too, are ready. By any route, yours or ours, has railways and our present canal to fetch and carry, all good service lines.

Why should a ship canal be considered visionary? The Lackawanna Steel company is building one, of one and one-half miles in length for its own use in Buffalo; we put a ship canal to Tonawanda, and not past Buffalo, in the recent "rivers and harbor bill." There is the Power canal at Sue-Ste., two miles long, thirty feet deep and 200 feet wide, another across the way, one each side of the Niagara and another at a point on the Erie canal—all practically ship canals. We are making one channel out of New York forty feet deep, 2,000 feet wide and seven miles long—under water! We made one at Savannah eighteen miles long, and in all other harbors of the South Atlantic, Gulf and Pacific coast, a number of several miles in length each. These are all practically ship canals or deep waterways. McDonald says rapid transit is merely a number of cables built together. What more is our proposed deep water-way than a number of such channels as we have already made—our route being scarcely more than those already done?

You are right in saying that the only or principal opposition is in New York. It is ridiculous to say that New England opposes bringing the lakes to the Hudson. Her interest is as vital as that of the West, and for that reason John G. Russell of Massachusetts was on the United States commission with Lyman E. Cooley of Illinois. If you can remove the local squabbles and opposition in New York, which have left her largely out of consideration heretofore in the national canal movement; you are sure of enthusiastic support in all the Middle West, Northwest states and New England—more than half of the country. Then the project interests the coast; and surely if we went in for an interior deep water-way along the Southern coast, we could get a Southern delegation for a joint movement.

In a word, the ship canal is impractical—neither commercially, mechanically, nor politically.

J. A. C. Wright.

Rochester, Dec. 20, 1902.

Rochester Chamber of Commerce.

Dear Sir:

The Chamber of Commerce recognizing the fact that very few, if any, vaccinated persons have had the smallpox in Rochester, urgently requests you to personally see to it that your employees are successfully vaccinated, and to report to the Board of Health all persons who refuse to be vaccinated.

The smallpox situation may be a serious one to the manufacturers and merchants of this city, and it is of the utmost importance that the disease be stamped out. This can only be accomplished by repeated vaccination until every person is inoculated and proof against the disease.

It is, therefore, incumbent upon you as an employer of labor, to protect your own interests by making a systematic canvass of all your employees and continuing so to do until you are assured that every person in your employ is protected.

Yours very truly,

John M. Ives
Secretary.

Rochester, N. Y., December 22, 1902.

The Rochester Chamber of Commerce has sent out the following statement to manufacturers, merchants and other employers:

The smallpox situation may be a serious one to the manufacturers and merchants of this city, and it is of the utmost importance that the disease be stamped out. This can only be accomplished by repeated vaccination until every person is inoculated and proof against the disease.

This good advice can be acted upon wisely in every city in the country. It is a very old saying, but very sensible one, that to be forewarned is to be forearmed.—Buffalo "Commercial."

OPPOSES CANAL PLAN.

Ex-Senator Miller Thinks Government Should Pay for State Waterway.

Special Dispatch to Democrat and Chronicle.

New York, Dec. 26.—Former United States Senator Warner Miller has addressed a letter to Governor Odell against the construction of the 1,000-ton barge canal in the place of the Erie canal. He believes the Federal government should build it.

"The great bulk of the present tonnage of the canal," he says, "originated outside of the state and goes outside of the state. It is interstate commerce in the broadest sense, and should be provided for by the federal government."

He says the complaint of the Western farmers has depreciated the value of state farms and the owners would not be able to pay the tax that a $100,000,000 canal would impose.

Democrat & Chronicle Dec. 27th 1902.

THOS. B. DUNN TO SUCCEED MURPHY

CHAMBER OF COMMERCE ELECTS PRESIDENT.

MURPHY TO BE A TRUSTEE

Board of Trustees Promotes All of Its Vice-Presidents and Elects George Roth Third Vice-President. Speeches for January Meeting.

The December meeting of the Board of Trustees of the Chamber of Commerce was held at 4 o'clock yesterday afternoon. More than a quorum of the members was present and the business of electing a new president to succeed Daniel B. Murphy, who was elected at the annual meeting of the chamber, but afterward resigned, was immediately taken up.

Mr. Murphy was first asked again to accept the office. He replied that, though he would always be ready to give to the chamber all of his time that he could spare, he would not be able at any time within 1903 to give to it the time required of the president. He again asked the board to accept his resignation.

This was formally done, with regrets, and Thomas B. Dunn, first vice-president of the chamber, was nominated to succeed Mr. Murphy. His election was unanimous. Second Vice-President J. Craig Powers was then elected to the vacancy left by Mr. Dunn, and Third Vice-President George H. Perkins succeeded Mr. Powers as second vice-president. The office of third vice-president was filled by the election of George Roth.

Mr. Dunn, the new president of the chamber, is president of the Thomas B. Dunn Company and is considered one of the most progressive business men in Rochester. He has recently bought the old hospital building, on Monroe avenue, mentioned often as a site for a new armory, and on the grounds he will shortly begin the erection of a large new plant. He is an enthusiastic member of the chamber and it is expected that his tenure of the office of president will be of great benefit to the organization.

Mr. Powers, who succeeds Mr. Dunn as first vice-president, is a son of the late Daniel W. Powers. He is an aggressive business man and, although belonging to the younger set, is respected by all who have interests in the city. Mr. Perkins is a member of the firm of Smith, Perkins & Company. He is a former postmaster of Rochester and, like his confreres in office, is prepared to devote all of his spare hours to the work of the chamber.

Mr. Roth, the new third vice-president, is president of the Rochester Carting Company. He is popular, and represents on the official roster of the chamber the The trustees believe that in him they have secured an efficient officer.

It is expected that at the first meeting of 1903, on January 5th, Mr. Murphy will be elected a trustee. His services are needed by the board and he was not renominated trustee this year only because he was nominated president. At the January meeting President Brewster will probably deliver an address and President-elect Dunn and the other officers may also make brief speeches.

THE CANAL QUESTION.

Editor Post Express:

Letters sent you, in my writing, were more with intent and in form for your information than publication. Those published are spelt out very well considering, but errors unavoidable. I would specially correct that in letter published in December 23d giving as reason "for favoring proper survey by state engineer making barge-way stand on its merits," which was "as the surveys of the advisory canal committee, owing to lack of time and means, were worthless, save as preliminary sketches." A look at their maps and the fact Mr. Bond's survey showed their estimate $20,000,000 short on Erie canal alone is sufficient justification. I am made, however, to say this of "the national commission on the ship canal route," which I should not say at all, and their report, though preliminary, is by no means worthless and their maps and data of a high order, and as they were not final surveys they made no pretense to give an estimate. Those estimates, however, scheduled as to every item and section, are found in the final surveys and report of the United States board of survey, which are quite different in character from those of the state canal committee, called the Roosevelt or Greene or Symons, according to the point of view. I only wish that every citizen had these reports before him that he might judge for himself and realize the contrast and that each might also have the reports as to the rival ways projected, viz.: From the Chicago canal to the Mississippi and from Lake Erie to the Ohio river, of at least fourteen feet and 3,000 tons capacity of the Canadian canals on a similar basis, and the projected Georgian bay-Ottawa direct route, which has only eighteen miles of actual canal and for twenty feet, or 3,000 tons; and understood as I do the earnestness and ability of the men back of them, before the citizens of this state are rushed into a thousand ton or twelve feet barge-way without discussion and full consideration and before they allow, as appears by the fact that your paper and a few others are the only ones which discuss the matter at all, the deep waterway project being waved aside as "impracticable, expensive, visionary, a hundred years away." The same things were said when I started to reform the highway legislation of the state. It is now done and good roads are progressing and will be complete within a generation.

I also said that Mr. Cooley would assure you that the ship canal was practicable, as he was interested enough to raise $50,000, not that he would tell you that.

We should bear in mind that with present river and harbor bill we have completed all channels in the upper lakes of comfortable width and on a 20-foot basis, which will be twenty-one feet, with lake level regulation also provided for. That 27,000,000 tons of iron ore have come down the lakes this year and the net tonnage movement will be about 70,000,000 tons. An idea of these figures can be had by stating that the commerce of the three great ports, London, Liverpool and Hamburg, are only about 12,000,000 tons each, that the tonnage of the Suez canal has only just reached 9,000,000 tons, and that the Manchester, Kaiser Wilhelm, and North sea ship canals are only about 3,000,000 or 4,000,000 each, and that the best estimate for the Isthmian is 5,000,000 and much disputed. We have also provided this year for deep waterway along Niagara river, with lock to Tonawanda, the result of which extension is, it is reported, Mr. Frick and associates contemplate a steel plant there similar to the Lackawanna at previous foot of navigation. When we contemplate these facts and realize that twelve miles of deep waterway around Niagara will bring this traffic into Ontario and to the port of Rochester, and also read Mr. Frick's statement of yesterday that where you have coal and ore you can have a great steel plant, but without them, none such, however much your money, and realize that this would bring the ore to Rochester, where now the coal is brought direct to the lake, we should strive indeed for the consummation. Whatever benefits Ontario and its commerce should benefit Rochester, and we should have this for our guidon whatever improvement may be made as to the state canals, and if the partisans of the interior barge route desire to block this Ontario way, it is only fair to give warning that they may expect us to block their efforts. We do not desire unnecessary antagonisms, but we are prepared to fall into the fighting line if need be.

Not only the deep waterway but a thousand-ton barge-way which, as said, can be readily made with use of present canal for $8,000,000, from Lockport to Olcott, would benefit Rochester. I am aware that Major Symons and other partisans of the barge route declare this is "wholly impracticable," which statement is against the welfare of the Ontario territory which is within his jurisdiction, and we can only assume that their zeal for a route favored by them makes them blind to facts, and insincere in fact in these statements as in others made against the deep waterway or ship canal. For the really magnificent service of our life-saving crew has called attention vividly to the fact that 800 ton barges have been successfully navigating Lake Ontario for years, until in the stress of the coal situation, they set out with load for Canada in mid-December in the teeth of an unusual blizzard. Barges, coal and otherwise, of a thousand tons and less, are to-day and have been for years navigating Ontario and the other lakes just as they navigate the coast and are to-day delivering in mid-winter coal from Philadelphia all the way from Washington to Boston. And on Ontario are harbors of refuge about twenty miles apart and more will be made when the business demands. They have also intimated that lake vessels would be imperiled by coming into Ontario. In fact, it is held out as is now too much, alas, the fact, that this great body of water is not for navigation purposes. We have no objection to any fair discussion of this waterway problem that will bring out all the facts and allow all factors to be duly weighed, but we do object to carrying it with a hurrah and to having only a few authorities for one reason or another made favorable to special routes and special forms of canal to be paraded as solo all-

of canal to be considered as the only worthy of consideration.

Washington, D. C., 1903. John A. C. Wright.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

Reduce the [illegible]

A committee of the Common Council is investigating the question of reducing city water rates, especially to large consumers. The Evening Times has from the first been in favor of such a reduction. Recently the Chamber of Commerce advocated that the rate to manufacturers be reduced from 14 cents a thousand gallons to 7 cents. It may not ultimately be found prudent to make so large a reduction as this. But with the decreased rate in the interest which the city must pay on its water bonds there will be a saving of $105,000 annually. A substantial reduction could therefore be made in water rates without increasing the expenses of the department as compared with past years. And this year, even at the old rate of interest, there will be a surplus accruing to the department.

A decrease in water rates will result in accrued revenues to the department and also in increasing the amount the city can receive from taxation without raising the tax rate. It will be an additional inducement for manufacturers to come to this city. This will result in an increase in the amount of water used and a corresponding decrease in the cost per gallon to the city in furnishing it. The amount of taxable property in the city would be increased, as would the resources and prosperity of Rochester.

It would not be good policy to make such a reduction in water rates that the department would run behind. But any decrease within this limit will be to the advantage of Rochester. It should not be delayed longer than is necessary. The Times, Dec 27/1902

THOMAS B. DUNN ELECTED PRESIDENT

Chamber of Commerce Trustees Fill Vacancies by Making Several Promotions--Captain George F. Roth Selected as Third Vice President--Other Officers Move Up on List.

A special meeting of the trustees of the Chamber of Commerce was held yesterday afternoon to consider the filling of the vacancy in the office of president, created by the resignation of Daniel B. Murphy, who was elected at the annual meeting earlier in the month. Mr. Murphy had been named by the nominating committee before the annual election and he promptly informed the committee he could not accept the honor as he could not, in justice to his business interests, give the time required for such a responsible position.

When the night of election came, no action had been taken by the committee so Mr. Murphy was elected with the rest of the ticket, with the understanding he should resign. He tendered his resignation on the same night he was elected and for several weeks the trustees have been looking around before reaching a decision in filling the vacancy.

A number of suggestions were received and the names of prominent members of the association discussed. Thomas B. Dunn had been elected as first vice president at the annual meeting and the natural suggestion was that he should be promoted to the presidency when Mr. Murphy declined. Mr. Dunn is himself a very busy man, however, and he declined to consider the idea of accepting the presidency, although quite willing to accept any of the minor honors connected with the Chamber of Commerce.

The name of Captain George F. Roth, president of the Rochester Carting Company was strongly urged; at one time, it is said the trustees had practically determined to offer the position to him. He was urged with special force as the representative of the German-American element, one of the strongest factors in the association. Strangely enough it had happened that in the fifteen years since the Chamber of Commerce was established no German-American had ever been chosen as president.

It was argued, however, that under the circumstances it was better that Mr. Dunn, who had been elected to the next highest place and who would be the acting president in the coming year, not filled should take the higher office. After some discussion and considerable persuasion, Mr. Dunn finally consented to take the presidency and at the meeting of the trustees yesterday afternoon he was unanimously chosen to act as president for the coming year.

As the successor of Mr. Dunn, in the office of first vice president, the trustees elected J. Craig Powers, who had been elected as second vice president. As the successor of Mr. Powers, the trustees elected George H. Perkins as second vice president; he had been chosen as third vice president at the anual meeting. These various promotions left a vacancy in the office of third vice president and this was filled by the election of Captain George F. Roth.

This rearrangement in the list of officers of the Chamber of Commerce for the next year is regarded as a happy solution of the problem and gives general satisfaction. Mr. Dunn, the new president, is one of the most prominent and progressive business men in the city, one of the men who has done more to build up a large industrial plant on somewhat new lines and create a flourishing business that supplies work to many employes. He has always been an active member of the Chamber of Commerce and is popular with the members. The interests of the association will be well looked after in his hands. Herald Tribune 28/1902

INVITATION TO WATER COMPANY PROMOTERS

Post-Express 28/1902

The regular monthly meeting of the Rochester Chamber of Commerce will be held at the assembly hall on next Monday evening at 8 o'clock. The outgoing and incoming officers will make short addresses and there will be other interesting features. Members are requested to be present and to bring a friend in order to give the new officers a hearty send-off. Teal will furnish the luncheon."

This is what the postal cards which Secretary Ives has just sent out have to say. A feature that is not mentioned in the postal card is an invitation which has been extended Messrs. Mingle and Clark, who are actively engaged in pushing the work of the new water company in this section, to be present and address the chamber. Mr. Mingle is expected from Philadelphia on Monday to commence active operations in connection with the new Rochester and Lake Ontario Water company. Mr. Clark is the city engineer looking after the company's business and acting as Mr. Mingle's representative. It is expected that Mr. Mingle, who has already addressed a number of the city's leading business men at a luncheon held at the Genesee Valley club will tell more about the company's plans and bring the matter to the attention of Rochester's leading manufacturers, upon support the company's [illegible]

NEW PRESIDENT IS THOMAS B. DUNN

Chamber of Commerce Fills Vacancy by Election.

D. B. Murphy, Chosen to the Place, Sent in Prompt Resignation—Mr. Dunn Promoted.

J. Craig Powers Chosen as First Vice-President and Will Succeed to Presidency Later.

The Rochester Chamber of Commerce cut the Gordian knot yesterday afternoon by electing Thomas B. Dunn to the presidency. There was a prospective vacancy in the office, the president who had been elected, D. B. Murphy, having signified his intention of resigning. So it was necessary to select a new man for the place. Thomas B. Dunn was in the regular order of promotion, and he was unanimously elected to the position.



THOMAS B. DUNN.

Mr. Dunn's election is considered a very wise one. He is a leading business man, being president of the T. B. Dunn Company, and having large business interests in Rochester. He recently purchased a large piece of property on Monroe avenue for the use of his company and in other ways has done a great deal for promoting the interests of trade and sound prosperity in Rochester.

Mr. Dunn did a great deal toward making the recent banquet of the Chamber of Commerce a success. He worked assiduously in assisting President Brewster to arrange the toast lists and bring the attendance up to the proper number.

Yesterday's meeting was attended by more than a quorum of the members. The chief business was the election of a new president. Mr. Murphy was again asked if he would accept the office, and he again declined. He said he wanted to do all in his power for the Chamber of Commerce, and to give it such of his time as he could spare. He did not believe, however, that he would be able to give as much time in 1903 as would be required of the president. He consequently asked to be excused.

His declination was received with regrets, as it was the sentiment of those assembled that Mr. Murphy would have made a good chief head for the chamber.

Thomas B. Dunn, first vice-president and next below Mr. Murphy in the order of promotion, was then nominated to the office, and was chosen. Second Vice-President J. Craig Powers was nominated for first vice-president, and was elected. George H. Perkins of Smith, Perkins & Company, was elected to the position vacated by Mr. Powers and George F. Roth of the Rochester Carting Company was chosen in Mr. Perkins' former position.

This completed the election of officers for 1903, and when it was over the members who were present felt a sense of satisfaction in the work accomplished by them. Mr. Dunn enters upon the duties of his position with enthusiasm. The new officers and offices under him are all well known, and are certain to lend him all the aid in their power to make the body a power in the community.

The first meeting of the new year is to be held January 5th. It is expected that at that time Mr. Murphy will be chosen as a trustee, in order that the Chamber of Commerce may have the benefit of his valuable advice in its councils.

MEN DISTINGUISHED IN WAR AND PEACE DISCUSS QUESTIONS OF THE HOUR

Post-Prandial Speeches at Annual Dinner of the Chamber of Commerce Are Delivered by Makers of American History.

Four Hundred Citizens of Cleveland Listen to Stirring Addresses by Governor Nash, Generals Corbin, Young, and Chaffee, Hon. John G. Milburn, and Senator Hanna.

THEMES OF THE ORATORS.

"A CENTURY OF STATEHOOD"—GOVERNOR GEORGE K. NASH.

Governor Nash gave a brief history of the growth and development of the State. In referring to the municipal development, he urged a fair and honest trial of the new municipal code, before condemning it.

"THE ARMY AND ITS NEEDS"—MAJOR H. C. CORBIN.

General Corbin urged the enactment of the army bill drafted by Secretary of War Root for the creation of a board of military experts. He also eulogized Generals Alger, Chaffee, and Young, and Secretary Root.

"THE ARMY AND COMMERCE"—MAJOR GENERAL S. M. B. YOUNG.

General Young said that the commerce of Asia, China, and the Philippines belonged to America, but that to keep the commerce an efficient army is needed.

"COMMERCIAL BODIES AND THEIR RELATION TO THE TRUST PROBLEM"—HON. JOHN G. MILBURN.

Mr. Milburn expressed unbounded faith in the beneficence of organized capital. He denounced proposed legislation that aims to prohibit such combinations and advocated legislation for the regulation of so-called trusts.

"THE CHINESE RELIEF EXPEDITION OF 1900 AND THE PRESENT SITUATION IN THE REALM OF THE SULTAN OF SULU"—Major General Adna R. Chaffee.

General Chaffee recited the record of the Chinese troops in China, eulogizing them for their bravery.

SENATOR M. A. HANNA spoke of the great growth and development of Cleveland, eulogizing the Chamber of Commerce for the work it has done and is doing, and urging it on to greater efforts.

Seldom in the history of the Forest City has an anniversary or social gathering of any kind been graced by so many distinguished and famous men, of not only national but international reputation, as was the fifty-fourth annual dinner of the Cleveland Chamber of Comerce last night.

Not only did the banquet excel all former efforts of the Chamber in importance and brilliance, but also in point of attendance and enthusiasm.

Men famous in law, politics, commerce, and war sat shoulder to shoulder at the table of the toastmaster. Before the eyes of at least 400 banqueters was a small company of men whose names will live as the makers of stirring American history. The names of most of the guests of honor will live along with the names of other great men whose influence and deeds have made America what it is.

On one side of President Goulder, who presided as toastmaster of the evening, was Governor George K. Nash, who has been the chief executive of Ohio during the most prosperous years of the State's history.

On the left of the toastmaster was Major General Henry C. Corbin, ... adjutant general of the United States army, and on whose shoulders fell so much of the responsibility for the preparation of the American army for the Spanish war.

On the left of General Corbin sat Hon. John G. Milburn, who is reparued as one of the leading lawyers of the country, who was director general of the great Pan-American Exposition and at whose home in Buffalo President McKinley closed his honorable and glorious career.

To the right of Governor Nash sat Major General Samuel M. B. Young, who will next August succeed Lieutenant General Miles as commanding general of the American army.

On the right of General Young was Senator Mark Hanna, whose influence on national affairs in the last six years is too well known to require elaboration or explanation.

On the left of Mr. Milburn tne seat was occupied by Major General Adna R. Chaffee, the popular military idol of the American people at the present time. It was he whose fearlessness, courage, and diplomacy, while in command of the American troops in China, aroused the respect and admiration of every nation of the earth.

These were the speakers of the evening. What they said in response to the toasts assigned them would make a volume of interesting and valuable information, as it was a work of life

ments for the great banquet are to be congratulated upon the perfect smoothness and success with which the entire program was carried out from beginning to end. There was not a hitch or unpleasant incident any of which to mar the pleasure or destroy the enthusiasm of the guests.

BEAUTIFUL DECORATIONS.

Scene of Splendor Never Surpassed in Cleveland—Table of the Guests of Honor—The Menu Card a Work of Art.

The Chamber of Commerce auditorium, which was used as the banquet hall, presented a scene of splendor never surpassed in Cleveland. Not only were the decorations magnificent, they were exquisite. Profuseness was combined with faultless taste. Not only was the auditorium itself most beautifully decorated, but the tables, daintily and prettily set, with a profusion of cut flowers at short intervals, were artistically arranged, running out at right and left angles from the speakers' table, in almost perfect regimental formation.

The speakers' table was on the platform at the north end of the hall. The alcove in the rear of the platform was hidden by curtains of Southern smilax through the leaves of which tiny electric lights of varied colors peeped and twinkled. The front of the table was one solid bank of cut flowers. Festoons of Southern smilax were strung in profusion from all parts of the walls and ceiling. A prominent feature of the decorations, however, was the American colors in flags and drapery, in honor of the three distinguished army officers who were the principal guests of the evening. All during the evening sweet strains of orchestral music floated through a heavy bank of palms and smilax on the platform at the west end of the auditorium.

Seated at the speakers' table were: President Harvey D. Goulder, toastmaster; Governor George K. Nash, Major General Samuel B. M. Young, Senator M. A. Hanna, Major General Henry C. Corbin, Major General Adna R. Chaffee, Colonel Myron T. Herrick, General George A. Garretson, Hon. John G. Milburn, of Buffalo, at whose home President McKinley died; Major Tom L. Johnson, Hon. W. E. Bithell, of Columbus, J. H. Wade, Colonel J. J. Sullivan, and Hon. W. B. Sanders. Prior to the banquet a reception of a half an hour to give the members of the Chamber and other guests an opportunity to become acquainted with the distinguished guests of the evening, was held in the library room of the Chamber. This room was also prettily and appropriately decorated with American flags and streamers. A special feature of the decorations in this room, however, was the display of a large number of flags captured during the campaigns in China, Cuba, and the Philippines and a large number of original photographs of scenes in those countries. These photographs were loaned to the Chamber by the Signal Corps Service of the regular army.

The menu of the banquet was not prepared on an elaborate scale. More attention was paid to quality than to quantity, although nothing was lacking to make the dinner a pronounced success.

The menu was as follows:

Blue Points
Consomme Florentine
Chantilly Wafers
Olives Celery Salted Almonds
Haut Sautern
Broiled Kennebec Salmon Cucumbers
Anchovy Butter
Rulnart
Filet of Beef, Larded, Fresh Mushrooms
Delmonico Potatoes, Green String Beans
Braised Squab Lettuce Salad
Assorted Fancy Cheese
Bar LeDuc
Bon Bons Biscuits
Coffee

The menu and toast card was itself a work of artistic beauty. It consisted, in fact, of several cards. The outer card was folded at each end. On the back of the card was an engraving of the Chamber of Commerce building. On the front of the folders was a photograph of Cleveland's wholesale district and harbor, and the official emblem of the Chamber. Inside each folder were three pen sketches from photographs. Each picture represented some scene of particular or familiar interest to the six speakers of the evening. One was a picture of the battle of El Caney, which was participated in by both Generals Young and Chaffee; also a scene of soldiers swimming a river in the Philippines, where Generals Chaffee and Young participated in the campaign. Another sketch showed the American troops entering the walls of Pekin, China, under the command of General Chaffee. Still another picture was a sketch of the dome of the capitol building at Washington; another showed a building at the recent Pan-American Exposition, of which Hon. John G. Milburn was director general. The last picture was a sketch of the dome of the State capitol building at Columbus, the executive mansion of Governor Nash. Attached to the inside of the card by a white silk cord, were three cards containing the menu and toasts. Above these cards, and encased in gold, was the winged globe, the symbol of commerce.

POST-PRANDIAL ADDRESSES.

President Goulder, of the Chamber, as Toastmaster, Introduces the First Speaker of the Evening.

It was 9:30 o'clock when the banquet was over and President Harvey D. Goulder, the toastmaster of the evening, arose to introduce the first of the six distinguished speakers.

He said: "Gentlemen: We have again reached that annual gathering to which we have come to look with pleasure. When we consider what the Chamber of Commerce is—that it is a great civic force, not alone elevating standards in business but making for better citizenship and higher manhood, it is auspicious and full of promise that such a gathering as this should be but an event in a year's history of the institution. We are much favored in the guests whom we have for speakers to-night. Besides thanking them cordially in your behalf for their coming, and congratulating you, and especially our entertainment committee who have arranged these matters, I shall seek to detain you as little as possible. Dealing with men of such careers and of so great prominence, I am going to assume that you have in mind and heart all those good things in the saying of which the most enthusiastic toastmaster might detain you.

"And so I have the honor and the great pleasure to introduce a man who as chief executive is so admirably administering the affairs of the State that for lustering of purpose, ability, and result achieved, its administration will be the standard and test by which to judge future administrations. The Hon. George K. Nash, Governor of Ohio."

Governor Nash was given an enthusiastic round of applause as he rose to speak. His appearance discounted the rumors that his health was poor. He appeared to be in better health than he has enjoyed for several years.

"A CENTURY OF STATEHOOD."

Governor Nash Tells of the Greatness of Ohio—He Asks for a Fair and Honest Test of the New Municipal Code.

In response to the toast, "A Century of Statehood," Governor Nash spoke in part as follows:

"When Ohio became a State it was a wilderness, but we had a splendid set of pioneers. (Applause.) We then had, but three villages, Chillicothe, Marietta, and Cincinnati, and only 45,000 people in the State. In 1850 the census showed we had but nine cities. In the following year the convention met which framed the present Constitution, which prohibited special charters. Another fifty years went by. The Supreme Court of the State had reaffirmed the ironclad rule as to special legislation. What was an easy task in 1851 was a most difficult task in 1902. A new law was made for the cities, but from the din that has sounded in my ears during the last few months, even that is not satisfactory to all the people of the State. But with the limitation of the Constitution it was bound to have some things that were not satisfactory. I ask the people of Ohio to give the new code an honest trial, and elect good, honest, and competent city officials next spring."

The Governor eulogized Cleveland and the wonderful growth of the city, and his remarks were greeted with enthusiastic applause. The Governor showed that since 1850 Cleveland has grown twenty-two times the size it then was, while Cincinnati has only trebled in size.

"It is not of our material wealth we should be most proud," he continued. "We should be most proud of the fact that Ohio has produced such magnificent men and women. In her history Ohio has expended over a half billion of dollars in educating her people through public schools."

SENIOR MAJOR GENERAL.

Mr. Goulder Speaks of the Services General Corbin Has Rendered to the Country and Introduces Him as the Next Speaker.

Frequently during his address Governor Nash was interrupted by generous applause.

Toastmaster Goulder next introduced the next speaker in the following words:

"Responding to the call to arms when the nation's existence was in jeopardy, the gentleman who will next address you entered the army from Clermont county, Ohio, as second lieutenant, and by brave and distinguished service rose to the rank of brigadier general. At the close of the civil war, having determined to continue in military career, he entered the regular army as second lieutenant, and through merit has arisen to the proud position of senior major general of the United States army.

"The business men who understand the courage, ability, and strength of character necessary to accomplish much, this speaks volumes. But now the lamented President McKinley, with General Corbin acting as his chief of staff, conducted to a successful conclusion the war with Spain, is a part of history so recent as to be in the minds of all. I have the honor of introducing the senior major general of the United States Army, Henry C. Corbin."

General Corbin was enthusiastically applauded. He read his speech, but this was forgotten in the earnestness of his remarks.

CORBIN ON THE ARMY.

The Adjutant General Speaks of the Needs of the Service and Explains Secretary Root's Plan For the Creation of a Board of Military Experts and a Chief of Staff.

In response to the toast on "The Army and Its Needs," Major General Corbin spoke in part as follows:

"We have much that is satisfactory; our officers and men are of the best—sober, brave, and intelligent. We are fortunate in having a permanent military establishment of volunteers. What is known as the regular army is in the highest sense a volunteer army, every officer and man taking service of his own motion.

"Secretary Root now recommends that a board of military experts shall be created, at the head of which there shall be an officer of highest rank, who shall be the chief military officer of the War Department and to be known as the Chief of Staff—subordinate to the President and Secretary of War, yet clothed with authority to control all the staff corps and departments, and who, through the Adjutant General, shall make orders in the name of the Secretary of War, the Constitutional representative and spokesman of the President.

"The bill containing his recommendations now pending in Congress does not increase the number of officers, but continues the number and rank now provided for the army. It has the advantage of being helpful in every direction, and hurtful in none. In the judgment of Secretary Root the bill will cure the existing evils and make harmony, intelligence, and efficiency take the place of confusion and apparent contention, the blame for which cannot rightfully be charged to men but to the conflic of law and regulations with the most clearly defined provisions of the Constitution. Just so long as the Constitution stands, just so long must the commander of the Army rest under the President and his constitutional representative and executive officer, the Secretary of War. Upon these conditions, not only the Secretary of War, but the President, should have the advice and counsel of the best military experts that can be given them by a Chief of Staff, who will be selected by the President from among the general officers of the army and supporting the Chief of Staff, a board of military experts. This is a solution entirely in consonance with our form of government.

"I confidently assume that I have the sympathy and cordial approval of the best thought of the service and particularly of the two distinguished generals whom it is my pleasure to join with you in bidding welcome to the first city of my native State. You joined me in hearty congratulations on the progressive promotion of gallant Chaffee [illegible] August next. To follow him in [illegible] will be the [illegible]

joining with me in the pleasure of [illegible] long-time friend and comrade, [illegible] Chaffee. While our careers on the active list have not been wholly run, we are nearing the end. Our long service makes us has already more than forty years' service, and collectively it covers almost a century and a quarter. While our service has been long, and at times [illegible] and severe, we have the satisfaction that goes with abundant reward. In passing let me say that in each general present the youth of the land will find an inspiration that will cheer him on, each of us having started on our own efforts demonstrating in a way that in this country all things are possible to all men.

"The young man who enters the army should understand that he consecrates his life to patriotism and comparative poverty. The rewards in the army under any conditions are few. The youth desirous of fame and fortune should not seek a place in the military service. Civil life offers a far more fruitful field. In the army few can have high rank, and but few of these ever reach the dignity of real and everlasting fame. In all our history Washington, Grant, Sherman, and Sheridan alone have reached it. Many others have achieved high rank and great distinction and the respect and admiration of their countrymen. The same talent, application, and enterprise that gains rank and distinction in the army would in the business or professional world bring far greater reward, but in the way of position and compensation. Many deserving officers wear their lives away without the reward of rank. The fact is, there never has been or ever will there be places for all or any considerable number of the deserving, however strong their claims, so that at life's end the greater number must console themselves with the consciousness of duty well done. This is not the reward that glitters, but it comforts, and all in all it is about the best than can come to the most favored. It is within the reach of all, and we can but call him fortunate who gains it, but continued effort and the constant application of the principles of true manhood are necessary to its possession. t is a declaration that the man with the gun can win quite as readily as the officer with the sword. It is becoming the citizen and soldier alike."

WON FIRST BATTLE IN CUBA.

Toastmaster Goulder Tells of General Young's Campaigns in the Spanish-American War.

General Corbin's reference to General Alger, former Secretary of War, and now United States Senator from Michigan, and his congratulations to Generals Young and Chaffee on their prospective promotion to the command of the army were cheered. The third speaker of the evening was Major General Samuel M. B. Young. In introducing him, Toastmaster Goulder said:

"When upon the reorganization of the army, General Young was made the senior Major General of the line, in recognition of the ability to perform such services as he did in winning within twenty-four hours from landing, the first battle in Cuba, and in conducting in Northern Luzon with greatest success the most well-known campaign which rivaled in hardship and daring the famous Indian campaigns of General Crook in 1876. It is a pleasure and an honor to introduce Major General S. M. B. Young."

GENERAL YOUNG'S ADDRESS.

If This Country Wishes to Gain the Supremacy in the Orient, He Says, It Must Maintain an Adequate Military Force in the Philippine Islands.

Major General Young's response to the toast on "The Army and Commerce" was in part as follows:

"A nation cannot be great and enjoy prosperity, except for a limited time, without commerce and an efficient military force. Each is dependent upon the other, and as one prospers so will the other, or eventually the nation to whom they pertain will cease to exist. This is especially true of our own republic. I use the term 'military force,' in its broad sense, including the army and navy and all that is required to make them efficient.

"If the military force is inadequate to inspire a feeling of confidence among commercial men that their interests will be protected, the commerce will not increase, and that which may have been established will disappear.

"People may differ in their views as to the advisability of either purchasing or holding the Philippine islands, but no reasonable person can doubt that the predominating reason for buying them was one of humanity and a desire to free them from the yoke they were bearing, just as we did in Cuba.

"To obtain the trade of China we will have a long and hard struggle with the nations of Europe. If we have obtained a strong point of advantage by getting the good will of the Chinese people by wise and humane diplomacy, but the advantage that overpowers all others is the possession of the Philippines. Their greatest value lies in their strategic position, both from a military and commercial standpoint which is very favorable to gaining and keeping the control of the commerce of Asia.

"Although England and Germany, our chief competitors for this trade, have obtained a foothold on the coast of Asia, we will be strategically stronger in case of war than either, for we will have a large productive country back of our base from which to secure our supplies, and they will have to bring every pound of their supplies from long distances. The time is coming when the Philippines will be the gateway through which will pass the goods of our great manufacturing establishments on their way to the orient.

"It has been demonstrated that we can manufacture the most classes of goods desired in Asia cheaper than any other nation. This, with the completion of the improvements in handling goods, will enable our merchants to sell goods in Manila so cheaply that the traders of Asia can buy them enough cheaper than elsewhere to more than pay for the small cost of transportation from Manila to their home ports. Owing to the great distance from the United States it will be necessary to add our large establishments to have warehouses full of goods in Manila to supply their Asiatic trade.

"However advantageous the possession of the Philippines may be from a commercial point of view, they will be a source of national weakness unless put in a proper state of defense, and protected by a sufficiently large army and navy. A large army is not needed in the Philippines on account of the insurrection, for, happily, due to the efficient work of the army, all armed insurrection is about over, and the administration of the affairs of the islands is in the hands of a civil commission acting under the instructions of the Secretary of War.

"Gentlemen, the commerce of the Philippines is yours by right of purchase. All you have to do is to reach out for it. The foreign commerce of China will be yours, as well as a large part of the rest of Asia, if you will but take advantage of your opportunities.

"Quality and price are a long way toward [illegible] the [illegible]

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commerce for which immense sacrifices are compelling, that is not backed up by a large and adequate military force. This is especially true of oriental commerce. If we wish to gain the supremacy in commerce in the East we must maintain such a military force (army and navy) in the Philippine Islands that it can act instantly and effectually at any point in the orient, and that fact must be well known and understood by all oriental peoples."

"A FRIEND OF M'KINLEY."

As Such Hon. John G. Milburn, of Buffalo, is Introduced to the Banqueters.

The applause given to General Young was no less generous and enthusiastic than that given to the preceding speakers.

Toastmaster Goulder then introduced Hon. John G. Milburn, of Buffalo, as the fourth speaker of the evening. It was at Mr. Milburn's home that President McKinley, stricken down by an assassin's bullet, breathed his last.

"In presenting the next speaker," said Mr. Goulder, "I could hardly trust myself to say just what I feel. For what he did in those last dark hours for our great and best beloved citizen, every good man and every good woman in Ohio would be glad to greet him to-night in hearty handclasp. I have peculiar pleasure in presenting to you, members of this Chamber of Commerce, almost every one of whom justly counted himself a personal friend of the lamented McKinley, a man whose friendship to him responded to your own, the Hon. John G. Milburn, of Buffalo."

While Mr. Milburn's remarks on the trust problem were somewhat radical, judged from the popular standard, the logic and reasoning contained in them struck a popular chord in the hearts of those present, and the applause given to the speaker left no room for doubt that he had made a strong and lasting impression.

THE TRUST PROBLEM.

Hon. John G. Milburn Asks if the Country is Never to Have an Era of Prosperity Without the Demon of Agitation and Misguided Zeal Pursuing it With Every Weapon of Folly to the Death—He Declares That There Will Always be Competition in the United States.

In response to the toast, "Commercial Bodies and Their Relations to the Trust Problem," Mr. Milburn spoke in part as follows:

"In the last few years there has been a marked concentration of capital in many industries effected through the organization of corporations which have brought by purchase under one ownership and management previously independent plants and businesses. These corporations have come to be called trusts, quite regardless of the extent to which they represent the capital or output of any particular industry. It is upon these so-called trusts that so much passion, prejudice, and opposition are being concentrated. It is said that there are good trusts and bad trusts, and because there are bad ones, that all trusts should be prohibited. It would be just as sensible to say that because there are good men and bad men the birth of male children should be prohibited.

"Sober-minded men can only view with apprehension the popular prejudice against this organization of capital and the ardent desire of politicians to appease it with drastic legislation. It is a serious matter that we are threatened with another avalanche of anti-trust laws. Since the opening of the present session of Congress a few weeks ago a score of such bills have been introduced which read as if they were dealing with a pestilence.

"There are intimations of legislation of the same violent, bitter, and passionate character in many of the States. Is it not time to stop and inquire as to the inevitable results of this onslaught? I warn you as my reading of the lessons of experience that it cannot continue without alarming investors and contracting enterprise, and that means another period of depression and hard times. Are we never to have an era of prosperity without the demon of agitation and misguided zeal pursuing it with every weapon of folly to the death?

"I have an unbounded faith, based on reflection and observation, in the beneficence of organized capital, its tendency is unquestionably to prevent ruinous, wasteful, and harmful competition; to lessen the cost of production and distribution; to inspire capital with confidence in industrial enterprises; and to extend markets. These are all conditions favorable not to any special class or classes alone, but to the welfare of the masses in this country, with its vast resources and abundance of eager and watchful capital, there will always be competition. There cannot be high prices and large profits without it to bring them down. There cannot be prices below cost or a fair profit without disorganization and ultimate collapse. Let us always bear in mind that prosperity is the product of confidence, and the competition which leaves a margin of reasonable profit; and that unrestrained, ruinous competition is always in the long run fatal to it. That these large corporations, sort to unfair, oppressive and illegal practices, may be admitted. Probably the odium which attaches to them is largely due to the belief that some of them do resort to such practices to crush rivals. Let the law bring all its power to bear on those practices. To the extent that they exist they can be defined, formulated, and prohibited with penal and civil liabilities enforcible by the nation, the State, and individuals. That is a specific, definite, and intelligible policy from which only good can flow, whose only harm, and serious harm, flows from magnifying vague, undefined and, in many instances, imaginary evils and threatening the ax of the executioner.

"Is it not time for representative commercial bodies like this to express themselves clearly and conservatively on a subject of such importance, and to remonstrate against crude, tyrannical, and injurious legislation. The American people have a way of coming to correct conclusions about such vital matters when they have the whole case before them. It is an urgent duty to aid and assist in laying the whole case before them by a declaration of your position which, considering what you represent, is bound to carry weight. You can render a great public service by leading the way in such an educational movement."

A ROAR OF APPLAUSE

Greets the Here Who Led the American Forces in China When He is Introduced.

A roar of applause that shook the very girders of the chamber building greeted the fifth speaker, General Adna R. Chaffee, who commanded the American troops in China and who saw active service on

[illegible] Toastmaster Goulder said: [illegible] Cleveland, Growth and of the Work of the Chamber of Commerce and Then Pays Tribute to the Distinguished Warriors Present.

"A benediction is always welcome to the congregation," said the Senator in beginning his address, "and I will therefore make my remarks brief. While this is the fifty-fourth anniversary of this great organization, it also marks the fiftieth year of my residence in Cleveland. The question raised by Governor Nash in reference to the growth and development of this city finds an answer in the experience and memories I have myself known, Cleveland had natural advantages which were the foundation of our growth and development. And yet it required something more, and that something was the men who builded it up. It is the energy of our citizens that has made us great. In 1853 there was hardly a manufacturing industry within our limits. I remember the little rolling mill at Newburg and the forge on Whisky Island. I believe they were the only iron industries in this city at that time. I believe now there are more special industries in this city than in any other city in the country. And yet I believe we are only in our infancy.

"This Chamber of Commerce is a unique body. It is a splendid and loyal organization to the city in its every part. There is nothing like organization to secure success, and when an organization is composed of such men as make up this one success is a foregone conclusion.

"I am glad that this chamber secured the presence of such distinguished guests on-night. I wish I had time to talk of the achievements of these gentlemen in their chosen vocation. As a disinterested witness, let me refer to that time—the beginning of the end of the Spanish-American war. It was my duty, being in Washington, to take part in the preparations that were made for the war. If there was one man who did not only his whole duty, but excelled in efficiency of execution, that man was General Corbin, and the praise was due to him, owing to my close relationship to President McKinley as that he loaned on General Corbin more than on any other man during the trying times. Young and Chaffee are also in the galaxy of great American warriors.

"We feel a natural pride in the development of our city. I cannot tell you how I feel how much can be done by this organization by closer touch and study, for the improvement and betterment of all classes in Cleveland. Let the people of Cleveland know that this organization is seeking to better the conditions of all classes and of the workingmen in the shops and factories, and you will gain support that will aid you in your efforts. Let us resolve that the work has only just begun, and realize how much more can be accomplished. How can we know what to do if we don't study every class and for the people? Let me, in closing, give you these words of encouragement and bid you godspeed in your great work."

THE NEW PRESIDENT.

Thomas B. Dunn, Head of Rochester Chamber of Commerce.

Rochester, Jan. 3.—New Year's day, Thomas B. Dunn, of this city, who had been unanimously elected to the presidency of the Chamber of Commerce, assumed the duties of that office for the year 1903. Mr. Dunn succeeds Hon. Henry C. Forster. The other officials of the Chamber of Commerce are: J. Craig Powers, First Vice President; George H. Perkins, Second Vice President, and George F. Roth, Third Vice President.

Mr. Dunn, who is one of Rochester's most successful business men, the president of the Thomas B. Dunn Company, assumes the presidency of the Chamber of Commerce with the best wishes of every one of the 400 members. J. Craig Powers is the well known son of the late D. W. Powers, and a popular business man. George H. Perkins, is the ex-postmaster of Rochester and George F. Roth is the president of the Rochester Carting Company, and is connected with other local business enterprises and is a gentleman well and favorably known by hosts of Rochesterians.

Jan. 1903.



THOMAS B. DUNN, of Rochester.
HAS ASSUMED THE DUTIES OF PRESIDENT OF THE CHAMBER OF COMMERCE.

THE MARCH ON PEKING.

In response to the toast entitled "The China Relief Expedition of 1900, and the Present Situation in the Realms of the Sultan of Sulu," General Chaffee spoke in part as follows:

"Briefly, as to the China relief expedition of 1900: Soon after returning from Cuba that summer, I was hastily summoned by the Secretary of War, who desired that I start for China immediately, as there was a possibility of trouble there. So on a three days' notice I left Washington and hurried to San Francisco to catch the transport Grant, accompanied only by a single aid-de-camp, a young officer in the service, Lieutenant Harper.

"On arriving at Nagasaki, Japan, July 21, I received instructions to proceed with all dispatch to Taku Bay, Tien-tsin, China, taking with me the troops on board transport Grant. Scarcely had the Grant dropped anchor in Nagasaki harbor when the Flintshire, a transport from Manila, passed close to the stern of our ship, and by way of news—we had none as yet—shouted over to us that a fight had occurred on the 13th at Tien-tsin, with heavy losses to the Ninth Infantry, including its gallant commander, General Liscum. With all possible haste we started for Taku, arriving July 29, where many warships of all nations were at anchor, Admiral Remey representing us.

"I hurried on to Tien-tsin, arriving there on July 30, and after getting our own troops, called upon the commanders of the several foreign powers represented by armed forces. I found all hurry preparations for an advance—these preparations being most marked amongst the Japanese and English. Our own troops were also straining every effort to be prepared for an advance.

"The Chinese had made extensive preparations for a defense at Pei-tsang, as we all expected considerable difficulty there, but the place was taken early on the morning of the 5th by a brilliant attack of the Japanese, who carried the works before the English and our own troops, who immediately followed them, had time to form an advance in an attack formation. The Chinese fell back some fifteen miles to Yang-tsun, which they had prepared for an elaborate defense. Their works were strong and extensive, but were not properly defended. It was at this place, on August 6, that the American forces were enabled by their gallantry and daring to prove before the eye-witnesses of the several foreign powers that there is no better soldier in the world when under fire than our own.

"The association of the officers of our army with those of other armies in Peking, and our men with the men of other armies, was cordial throughout. Remarkably few differences occurred between soldiers of the various armies while were in Peking, and our separation from them on our departure was of the friendliest character.

"It has occurred to me that in responding to the toast 'The Present Situation in the Realm of the Sultan of Sulu,' that perhaps your committee had in mind a desire to hear from something about the Moro situation in the great island of Mindanao, where for the past year their attention has been more particularly directed. Its Moro inhabitants are entirely removed from any authority exercised by the Sultan of Sulu. Those towards whom our attention has been especially directed live about Lake Lanao, some thirty miles north of Malabang. These Moros have been independent of any authority; live among themselves, and in what has heretofore been an unknown country. Last spring a small party of soldiers peaceably exploring the country to the north of Malabang were set upon by these savages and told to keep away from their country. Following this our soldiers were subjected to numerous attacks and embarrassments, several being murdered. This state of affairs could not long continue without placing United States authority in contempt. Our strength and power had to be shown. After once feeling it they were capable of being persuaded by kindly means and measures. It was therefore necessary early in May to give them a sound spanking, which was well done by Generals Davis and Baldwin. Following that we established a large camp on the southern borders of their lake, and have occupied it ever since, making friendly excursions in all directions, so that we now have considerable information regarding this country, and have succeeded in alleviating the fears of the Moros to a considerable extent and showing them by our presence that Americans have neither horns, tails, nor cloven feet. The recent advices from General Davis show that our policy of kindness and forbearance have practically won them over. Captain Pershing having recently made a trip around the lake with a handful of soldiers, and even crossed it in boats loaned him by the Moros themselves."

General Chaffee's story of the campaign in China was of absorbing interest. His voice was frequently drowned by applause as he referred to the gallant deeds of American soldiers.

Senator M. A. Hanna was the last speaker of the evening. His every appearance that greeted and interrupted him attested the interest in his remarks and his own personal popularity among those who were assembled around the banquet tables.

Toastmaster Goulder introduced the Senator by saying:

"As every added pleasure increases gratification, our gratification in having among us this distinguished gentlemen who have spoken to-night is increased by the presence of one whom we all know, not only as our distinguished fellow citizen, but as our personal friend and as a valued member of this chamber, and as one who has spent more of his life here among us in the part of commerce than in that sphere in which he is to be found at the nation's capital. My pleasure in introducing Senator Hanna is in no degree lessened by the fact that an introduction is unnecessary."

Senator Hanna had been assigned no toast, at his own request having been permitted to follow his own bent as to the subject of his remarks.

Rochester Chamber of Commerce.

The regular monthly meeting of the Corporation will take place in Assembly Hall,

MONDAY, JANUARY 5th 1903, AT 8 P. M.

The outgoing and incoming officers will make short addresses and there will be other interesting features. Come and bring a friend with you and give the new officers and the Chamber a hearty send-off for 1903.

Luncheon will be served by Teall.

JOHN M. IVES, *Secretary.*

CHRONICLE TUESDAY, JANUARY. 6, 1903.

LAKEMEN OPPOSE SYMONS'S PLAN

CONDEMN THE SCHEME TO NARROW ENTRANCE.

CHARLOTTE A GOOD HARBOR

Canadian Companies Say That Plan Proposed Would Make It Dangerous in Times of Storm—Increase of Current Declared to be Unwise.

The public hearing that will be given by Major T. W. Symons, of the United States Corps of Engineers, in the Mayor's office, January 15th, may not return to Major Symons an indorsement of his proposed plan of deepening and narrowing the harbor entrance at Charlotte. Major Symons recently sent to all steamship companies and individual shippers who use the harbor letters inviting them to be present at the hearing. Three whom he had addressed have written to him, anticipating their possible absence, and each letter has contained a strong protest against the plan. The letters are from steamship companies, each say that their captains have unanimously decided against the so-called improvement.

One letter is from H. H. Gildersleeve, general manager of the Lake Ontario & Bay of Quinte Steamboat Company, whose steamers ply between Charlotte and Kingston. It follows:

Lake Ontario & Bay of Quinte Steamboat Co., Limited.
Kingston, Ont., Jan. 3, 1903.

Major T. W. Symons, United States Corps of Engineers, No. 540 Federal building, Buffalo, N. Y.

Dear Sir: I beg to acknowledge receipt of yours of 24th ult., notifying me of the public meeting which is to be held in the office of Major Symons, at Rochester, to discuss the advisability of the narrowing of the entrance to the harbor at Charlotte, N. Y.

While I shall be pleased to be present and give my views from a marine standpoint, it seems better that you should be addressed by letter in case anything were to turn up to prevent my being in Rochester on the 15th.

The entrance to the harbor at Charlotte, N. Y., is the best of any on the south shore of Lake Ontario, and principally because of the width between the piers—take that from it, and it would become most unsafe for mercantile business, and as a harbor of refuge useless.

The entrance to the harbor as it was last spring, before the dredging, had a width of channel of 450 feet between the piers, for our light sailing vessels, light tows of barges, large passenger steamers, etc., entering the port, while for loaded boats leaving the port and drawing fifteen or sixteen feet the channel may not have been 150 feet wide, but there is a difference. It would be comparatively easy for a steamer to leave Charlotte in the teeth of a northeasterly or western gale, even though the piers were only 150 feet wide, but to try to enter the same harbor, under the same conditions, would be next to impossible, owing to her being hard to get into a following or beam sea.

In a strong wind from the northwest, with a heavy sea, passenger steamers entering the harbor do so more or less sideways on account of the wind against their high cabins, and their light draught of water allowing them to drift, and sometimes they are well up to Ontario Beach before they can straighten up to go through the railway bridge.

While there are many difficulties in passenger steamers entering narrow harbors, yet they could go in and out when light sailing vessels, and tows of barges would not dare to approach, for in the case of a tow, with the wind blowing across the entrance, the tug must keep close to the windward pier, and if the tow line is shortened too much it is liable to snap and the barges will go on the beach; and they are thus forced to use long lines and must have wide entrances to the harbors at which they trade.

It is not, however, proposed to build a pier that comes above the water, that mariners may see just how to enter; it is recommended that a mattress be laid for the pier below low water. It is proposed to build a something that will be a nightmare to every vessel owner, and to every ship captain that enters the port.

The entrance to the piers at Oak Orchard, N. Y., is 170 feet wide, and our side-wheel steamers of only 180 feet long and seven feet draught of water have many times been unable to make the landing in moderate weather.

The entrances to the harbors at Port Hope and Cobourg, Ont., are each about 150 feet, and our steamers have many times been unable to land on account of the sea, and have had to carry their freight and passengers to Brighton, a land-locked harbor thirty miles east, but there is no land-locked harbor to go on the south shore. It is Charlotte or nothing.

The next question that arises, will the proposed mattress between the piers seven feet below low water, answer the purpose of creating sufficient current at the mouth of the harbor to carry the sediment of the river far enough into the lake. From an engineer's standpoint it may. But what will become of this sediment when there ceases to be a current? Will it not sink and form a bar outside the piers just as it has always done only it will be a little further out? If it does, will it not be necessary to dredge this new formed bar, and will it be as easily kept dredged further out in the lake where the dredging plant is exposed to every sea that rolls, as it would be at the entrance to the piers, where it would be protected by the piers?

Then, if according to the proposed plan we provide a rocky shoal, such as the mattress will be, on the west side, you will, in our opinion, [illegible] this harbor for tugs with tows, as they will be compelled to keep close to the pier, and if this rocky shoal which you intend putting in the harbor prevents the tugs from using 325 feet in width of the present channel, this harbor of refuge will be of no use to tugs with tows, and a most dangerous state of affairs will exist for light vessels, a great many of which use this harbor in the coal trade; these last mentioned vessels cannot direct their course as they would wish coming in out of a heavy sea and have to make a landing without the aid of tugs. All of these vessels draw from five to seven feet of water, and as a mariner I can imagine them pounding along on the top of this stone covered mattress causing great injury and loss. So much for tugs and sailing vessels.

* * *

The removal of the range lights from this harbor last year was a great detriment to its safe navigation, and our mariners complain very bitterly of the change, with, in our opinion, good reasons. On page 606 of your report we find with reference to the Oswego harbor that your report reads as follows: "In 1881 a project was adopted to build an east breakwater, 248 feet of which was constructed in 1881 and removed in 1880." Now, sir, this was an important change and was adopted against the strong objection of mariners who were using Oswego harbor at that time, and during the eight years which this pier remained in position very great loss was occasioned, the government being compelled at last to remove it at very great expense. We respectfully submit, in our opinion, that the suggested change in Charlotte harbor will turn out just as disastrous.

The C. L. & O. N. Co. have already four large steamers on the lakes and three building for the Montreal-Lake Superior trade. It is the intention of the company to cost these vessels at Charlotte, but if this harbor is narrowed to 150 feet in the manner proposed, it will interfere with these ships calling at Charlotte, and in our judgment every boat lines will consider it necessary to give this port the go-by for similar reasons and the largely increasing trade of this port must suffer. While considering this matter, would you allow us, sir, to state that we think it a poor policy to allow small boats to occupy one side of this harbor, in the manner that we find exists every season?

As we stated above, this is a harbor of refuge and often when boats run in for shelter they can neither control their course or speed, and on a dark night to run in among a fleet of small lights of all shapes and heights often results in damage being done to vessels and yachts. These yachts maintain that they have a right there and that they are protected by carrying a white light. Now a bright light may be hung out at sundown, but there is no watchman on these boats to keep it lighted, and if a vessel collide with a yacht it is held in the absence of a light that the larger vessel is colliding put on the light and damages are often unjustly collected. We submit that small boats should not be allowed to take up so much of this harbor below the bridge. Now, sir, in discussing this matter we have endeavored to treat it from a mariner's standpoint, but we submit that even $5,700 is not too large an annual expenditure for keeping so important a harbor as Charlotte free.

Trusting that you will give our objections your most favorable consideration, we remain, Yours very truly,

CANADIAN L. & O. N. CO.,
Per Thomas Donnelly.

The Canadian Lake and Ocean Navigation Company also opposes the change, on the ground that it would detract from rather than add to the safety of the harbor. The letter to Major Symons follows:

The Canadian Lake and Ocean Navigation Co.
Toronto, Jan. 2, 1902.

Major T. W. Symons, Engineer Government Works, Buffalo, N. Y.

Dear Sir: With reference to the improvements of Charlotte harbor (port of Rochester), I understand that you have recommended to your government, as a means of improving this harbor, the placing in position of a mattress for the purpose of diverting the current in the Genesee river, hoping thereby to assist in keeping the harbor at the proper depth. I understand that a meeting has been called in Rochester some time in January for the purpose of giving consideration to any objections that may be made on the part of mariners or others interested, and as the company which I represent (the Canadian Lake and Ocean Navigation Company) may not find it convenient to attend said meeting, I desire hereby to enter our protest against the carrying out of the proposed plan for reasons which I will endeavor briefly to state herein.

It is not the writer's intention to pass any opinion on the matter in question from an engineering standpoint, or as to whether this is the best method for the improvement of this harbor, but I wish to give you a few reasons why, from a mariner's standpoint, I do not think it advisable to interfere with the harbor in the manner recommended in your report. The harbor of Charlotte is a harbor of refuge on Lake Ontario, the easiest of access of any of the so-called harbors on this lake, and in fact the only harbor that can be taken with any degree of safety during heavy gales of wind from any direction between west and east around by the south, the principal reason being that it has a width of 475 feet between the piers and a long stretch of pier protection along which schooners or tugs with tows can check their speed, and bring up before reaching the bridge that crosses the river. If, according to the proposed plan, the channel in this river is narrowed to 150 feet the harbor will be, in our opinion, almost completely spoiled as a harbor of refuge, as the navigable channel will be too narrow for the purpose intended.

Then, if according to the proposed plan we provide a rocky shoal, such as the mattress will be, on the west side, you will, in our opinion, [illegible] this harbor for tugs with tows, as they will be compelled to keep close to the pier, and if this rocky shoal which you intend putting in the harbor prevents the tugs from using 325 feet in width of the present channel, this harbor of refuge will be of no use to tugs with tows, and a most dangerous state of affairs will exist for light vessels, a great many of which use this harbor in the coal trade; these last mentioned vessels cannot direct their course as they would wish coming in out of a heavy sea and have to make a landing without the aid of tugs. All of these vessels draw from five to seven feet of water, and as a mariner I can imagine them pounding along on the top of this stone covered mattress causing great injury and loss. So much for tugs and sailing vessels.

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CANADIAN L. & O. N. CO.,
Per Thomas Donnelly.

TESDAY, JANUARY. 6. 1903.

REDUCTION OF WATER RATES

WOULD BE UNWISE NOW, SAYS M'CLINTOCK.

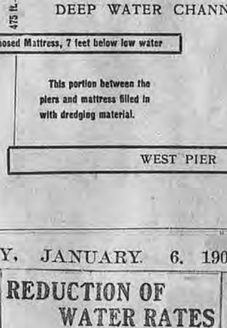
DISCUSSED BY COMMITTEE

Commissioner Thinks Hemlock System Should be Improved First. Little Fear of Private Company. Engineers Will Prepare a Report.

Commissioner of Public Works McClintock came out squarely at a meeting of the Common Council Waterworks Committee held last night, against a reduction in the price of Hemlock water to manufacturers and other large consumers until the system has been improved and enlarged. City Engineer Fisher, who was also present, stated that if the price were reduced the increased consumption might keep up the present revenue and expressed the opinion that if the supply were unlimited the price ought by all means to be reduced. Of the members of the committee who were present, Chairman Zellweger did not express an opinion on the question of reduction, while Alderman Baker and Tracy believed that lower rates should be charged to manufacturers, if possible.

The committee met in pursuance of the resolution introduced by Alderman Baker several weeks ago, that the matter of lower rates to large consumers and the methods of the Waterworks Bureau be investigated, in view of the rumors that a water company was about to be organized with a view of supplying water from Lake Ontario.

MAJOR SYMONS'S PLAN



Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

...question was how to raise the ... ordinance submitted by City Treasurer Williams, authorizing him to investigate the practicability of the water tax being collected by him, along with the several city taxes, and if he found it practicable to suggest how the plan might be put in operation.

Alderman Tracy opposed the suggestion, stating that the Waterworks Bureau should remain under the control of the Department of Public Works; that the Treasurer has enough duties of his own. Alderman Baker said that the Commissioner of Public Works might welcome the plan if it would relieve him of any of the clerical and financial responsibilities which he now has. In answer to a question by Chairman Zellweger, as to his wishes in the matter, Commissioner McClintock made it quite plain that while he had no personal feeling regarding the proposition, he believed that the present system was preferable. He said that consumers of water frequently found fault with a sudden increase in their monthly bills and investigation disclosed that there was a leak in their service, particularly if it was metered. This being true, he explained that the Public Works Department was able to keep the system in better condition and prevent a waste of water.

He also pointed out that in many cases the complaints would have to be referred to his department and whatever convenience might be gained by paying the water tax at the treasurer's office might be more than offset by the running back and forth between the two offices.

The committee finally decided to refer the matter to the Commissioner and Treasurer, who are to ascertain whether a change in the present methods is advisable and report to the committee.

The question of a reclassification of the consumers of metered water was next discussed. Such consumers are now classified under the heads of domestic, commercial and manufacturing. They use about 31 per cent. of all the Hemlock water and pay about 37 per cent. of the receipts. The domestic consumers use about 68,000,000 cubic feet a year, and the commercial and manufacturing consumers about 82,000,000 cubic feet each; the three classes using about 225,000,000 cubic feet, for which they pay about $235,000.

There was some talk of classifying consumers according to the amount of water they consumed. Alderman Baker advanced the argument that if the rate to manufacturers were made less than the rate to commercial consumers, a hotel proprietor might put a wrench and vise in his basement and claim that he was doing a manufacturing business.

Regarding the flat rates to householders, Mr. Fisher said that they were lower than in most cities. For a house costing less than $1,500, the rate is $4 a year; for a house costing more than $1,500 and less than $3,000, a rate of $5 is charged, and for other houses from $8 to $9, while in many other cities the average flat rate for dwellings is $12.50. The rate to the large consumers, 14 cents a thousand gallons is, he said, more than in most cities. Aldermen Baker and Tracy both thought that the rates should be reduced, if possible, to encourage manufacturers.

"Do you think it practicable to reduce the rate to manufacturers?" asked Chairman Zellweger of City Engineer Fisher.

"It could be done. A reduction in the rate would, I believe, be followed by increased use. If we had an unlimited supply there would be no question but the rate should be reduced. But if we used the same per capita amount as many other cities, we would use more than Hemlock lake could supply."

The same question put to Commissioner McClintock brought a quick answer which showed his opposition to a reduction at this time.

"I am inclined to do anything to make manufacturing easier," said he, "but it is self evident that to reduce the rate would increase the consumption, which, at this time, with our one reservoir of a day's or a day and a half's capacity, is absurd to think of. It is unwise to increase abnormally the output until we get the plant in shape to handle the business. We want a new gate house, new reservoir connections and a reservoir on Cobb's Hill. Then will be the time to consider the advisability of reducing the rate.

"How about the new water company?" asked Alderman Tracy.

"If they want to spend two and a half millions of dollars to deliver water just outside of the city, all right," replied the Commissioner, "but it is a perfect absurdity to talk about letting them come into the city."

"I would not favor giving them a franchise, the way I feel now," observed Alderman Tracy.

Chairman Zollweger wanted to know if water could be delivered from Lake Ontario as cheap as the city can deliver it by gravity from Hemlock lake.

"Water could be delivered cheaper, perhaps, from Lake Ontario, but not such water as we get from Hemlock lake," replied the Commissioner. "To get as good water from Lake Ontario would mean an expenditure that would compel them to ask a price that the city could meet."

The Commissioner argued in favor of the more general use of meters as being the means of detecting leaks, saving from waste and keeping the system in better condition. He said that if a manufacturer was paying 2 cents per thousand gallons he wouldn't be very careful about looking for leaks, but if he paid a higher rate and his bills jumped up suddenly, he would begin to look around to discover the cause.

The Commissioner also expressed the belief that the various city departments, the Department of Education, Health Department and other branches of the city government, should have their water metered. The water used by them should be charged against them and credited to the Waterworks Department, as a business proposition, he said. A record is being kept of the faucets placed in schoolhouses and other public buildings now, he said, with a view of finding out how much the city itself is realizing from its waterworks sys-

...ession was considered. His suggestion was a motion that the Board ... [illegible] ... consideration. This motion was defeated, the majority of the members seeming to smile, in view of the fact that they are now preparing a report on the same subject for submission to the Mayor. The question of the expense of repairing the Waterworks Department was but lightly touched on. It will come up at a future meeting. The expenses are about $110,000 a year.

Herald Dec 6 Jan

THE ROCHESTER

WOULD SELL RAILROAD BONDS TO PAY FOR IMPROVEMENTS

Corporation Counsel Sutherland Advances the Idea Before the Members of the Chamber of Commerce at Monthly Meeting --Addresses by the Newly Elected Officers.

The regular monthly meeting and annual installation of officers of the Rochester Chamber of Commerce was held in the rooms of the chamber last evening. The meeting was called to order by the retiring president, Hon. Henry C. Brewster, who introduced the newly elected president, Thomas B. Dunn. After thanking the members of the chamber for the confidence they had reposed in him by electing him president, Mr. Dunn said:

"One of the chief faults of the citizens of Rochester is that they are not conceited enough about their own city. Everything in the shape of manufactured goods coming from Rochester is good goods. I notice this lack of conceit among our citizens when I visit other cities. Rochester made goods are in demand because of the high standard of quality which they have attained and the public has been taught to understand that if an article is made in Rochester it is the best that can be procured.

"The outlook for the coming year is good and with concerted effort on the part of members I think the chamber can be of great benefit to the citizens and taxpayers of Rochester during the coming year. The membership of this chamber pays, outside of what is paid by the railroad companies, 55 per cent of the taxes of the city. Of the total amount of wages paid in this city, members of this chamber pay 80 per cent. This gives some idea of the power and influence of the Chahber of Commerce in the conduct of the affairs of the city."

Mr. Dunn asked the members to attend all meetings of the chamber and to attend the committee meetings. He said he hoped to be deserving of the good opinion of the members at the close of the year.

Daniel B. Murphy was introduced by President Dunn. He said that the chief source of regret in past was that the chamber had not been able to command larger attendance at the monthly meetings. The Chamber of Commerce was an organization of power representing the concerted efforts of the city's best business men. The aims were all much gratified by the untiring efforts of the retiring executive and the only regret was that there were not a greater number to assist in helping the executive officers in the upbuilding of the organization. Mr. Murphy said he did not know how the members were going to bring this about. He referred to the fact that through the efforts of the Chamber of Commerce the taxpayers had been saved in the neighborhood of $240,000 during the past year. This was done when the question arose as to who should pay the cost of laying the pavement between the street car rails.

J. Craig Powers, first vice president of the chamber, was the next speaker. In a few words he thanked the members of the chamber for his election.

Second Vice President George H. Perkins thanked the members for his election and said that he had always been interested in the Chamber of Commerce. The Chamber of Commerce he said is an organization of citizens banded together, laying aside personal prejudices and uniting solely for the good of the city. The chamber was needed to get proper freight and passenger rates and to see that Rochester is getting all that she is entitled to in other lines. He continued: "I was in Oswego last June and met some gentlemen whom I learned were there for the purpose of buying strawberries for shipment to Eastern markets. I have since found that these buyers do not come to Rochester because the facilities for shipping fruit from here are not good. This should be remedied at once."

Henry C. Brewster, the retiring president, was the next speaker. He impressed his hearers with the importance of attending meetings of the chamber. He called attention to the good work done through the co-operation of the chamber and the Mayor and his cabinet. Rochester was a most attractive place and what the members of the chamber should do was to try and convince outsiders of this fact. He was glad that the chamber had chosen as its presiding officer a young and energetic man and one who could not help being of great value to the chamber and city.

Mr. Murphy remarked that Corporation Counsel Sutherland was present and might have something of interest to impart to the members.

Mr. Sutherland said he could not help but echo all Mr. Brewster had said about the affairs of the city of Rochester. He said there was one matter he would like to call attention to at the present time. The city was thinking of the advisability of purchasing the Cobbs Hill site for a reservoir, bonds were to be issued for the building of a new school and there was a public market needed, all of which would require money, and unless it could be raised in some other way, the money would have to come out of the pockets of the taxpayers of the city. The city was already the possessor of an asset which, he believed, should no longer be kept as an investment. He referred to the bonds of the Genesee Valley Railroad Company which had been purchased thirty years ago and which were at the present time worth $600,000. These bonds, he thought, should be sold and the money used in the construction of a public market or for the purchase of the Cobbs Hill site or the building of the new school. Mr. Sutherland said that perhaps he might be wrong in this, but at any rate he thought the question was one worth considering, and the city officials would appreciate the best judgment of the members of the Chamber of Commerce.

The election of trustees of the chamber to fill vacancies resulted as follows: Daniel B. Murphy, George H. Perkins, John Craig Powers, George F. Roth and George C. Buell.

The meeting was to have been addressed by S. Q. Mingle, one of the promoters of the proposed new waterworks system, but he was unable to be present, owing to illness. The meeting was well attended, there being fully one hundred members present. The president's desk was prettily decorated with flowers, the gift of Florist Fry. After the meeting luncheon was served.

FORTUNE FOR INVESTMENT

Herald Dec 11 1902

Estate Has $100,000 to Place in $25,000 Lots Into Reputable Businesses.

A man representing an estate located in another city called on John M. Ives, secretary of the Chamber of Commerce, yesterday, and announced that he had $100,000 he wanted to invest in a reputable business corporation of Rochester.

He said he preferred to invest it in sums of $25,000. Mr. Ives obtained full particulars of the loan and promised to place it for him, if possible.

Jan 9, 1903.

BUILDING TO BE ERECTED ON SMITH'S ARCADE SITE BY ROCHESTER TRUST CO.

Handsome and Costly Edifice Assured for the Southwest Corner of the Four Corners.

Negotiations for the Property Completed and the Deeds Will Soon be Passed--Building Operations Not Likely to be Begun for a Year.

Wonderful Increase in the Trust Company's Business---History of Smith's Arcade, a Landmark Which Will Soon Be a Thing of the Past.

The Rochester Trust and Safe Deposit Company, the offices of which are in the building No. 25 Exchange street, erected by the company in 1888, has purchased the Smith's Arcade property, ninety-three feet on West Main street and sixty feet on Exchange street, and will erect thereon after demolishing the present structure, a magnificent fireproof building, the exterior probably of granite, in which it will have its own offices and other offices for rent.

Negotiations for the purchase of the property were completed this morning, and while the deeds have not been passed the sale is practically complete. Building operations will not be begun probably for one year, as it is impossible to obtain the iron and steel necessary under that time. Even then the building rounding structures. At first it will be but two or three stories high, but the foundations and walls will be of such massiveness as to permit the addition of as many more stories as may be desired. The Trust Company will occupy the ground floor, with entrance on West Main street. Offices in the one of two stories above will be leased. The building will be of handsome design and a magnificent addition to the already large number of fine buildings in the neighborhood.

This building, in conjunction with the addition which the Rochester Trust Company is to erect, next east of its present building, and on the lot next to the one on which the Trust Company will build, will add greatly to the appearance of Rochester's famous Four Corners, and greatly enhance the value of property in the immediate neighborhood.

Smith's Arcade.

The Smith's Arcade building was erected in 1828 by Silas O. Smith as a hotel, with stores on the ground floor. The hotel was called the Irving House, and at the time of its opening it was considered a model hostelry. The building was remarkably well built, all of its partition walls being of brick and very thick, and the space between the ceiling of one room and the floor of another filled with cement and broken brick. It was as fireproof as any building of its day, and the fact that it has stood the wear of time as well as it has shows how good the material was and how well it was put together. As to the fury first occupants of the building, there does not appear to be any record, but the firm of Post, Coleman & Willis, druggists, predecessors of the present firm of J. K. Post & Co., now occupying the double store on Exchange street, secured the present quarters in 1839. Post, Coleman & Willis were succeeded by Post & Willis, they by Isaac Post & Co., they by Post & Bruff, and they by J. K. Post & Co. James R. Chamberlain, rubber dealer, has occupied the store he is now in and which he is soon to vacate to make room for the new German Insurance building, for thirty-nine years. In 1851 Daniel Webster visited this city and was lavishly entertained. He delivered an address to a great crowd in Reynolds Arcade, speaking from the gallery at the south end. Later a dinner was given in his honor in the dining room of the old Irving house. There was also a ball room in the hotel which for a number of years served as the ball and theater for the town and in which for many seasons dancing school was held.

Way back in the '40s and many years thereafter the corner store, now occupied by the Central Cigar Store, was the Stillwell Jewelry store, leading house of its kind in the city. This store was occupied for a number of years, as far back as twenty years ago, by the Babcock Coal Company, as an office, and also as a street car waiting room. The Babcock Coal Company has been in its present office, which originally was the entrance to the Irving Hotel, for about twenty years. Ellis & Waters conducted a banking house in the '50s in the store next west of the Babcock main office.

The leases of the tenants of the portion of the building purchased by the trust company expire on the first of April. None of them has prepared to move, as the fact that the property has been sold is not generally known. As the trust company will not likely build under a year they will have plenty of time to secure new locations. Tenants of that portion of the building purchased by the German Insurance Company are preparing to vacate. The Chamberlain rubber store will go up Main street east to the store now occupied as a business office by the Post Express and the Post Express will retire to the rear on South Water street.

The old building has stood just as it was erected, with the exception of changes in the fronts of stores and the making of an office out of the hotel entrance, all these years on account of complications growing out of the will of Silas O. Smith, who died in 1860. He left his estate in trust for the benefit of his six children, upon their death to be sold and divided among their heirs. These six children were Rev. Ward Smith, Dr. George Hand Smith, Hon. Edward Meigs Smith, Mrs. Butterworth, Mrs. A. E. Crabbe and Miss Maria Smith, of whom but two are now living. Rev. Ward Smith went to the war as a chaplain and died soon after the conquest. Dr. George Hand Smith lived and died in London. Edward Meigs Smith was prominent in the public affairs of the city, being at one time mayor, again postmaster, and finally he was sent to Manheim, Germany, as United States consul. He died about eighteen years ago in London. Mrs. Butterworth also died in London. The survivors, Mrs. A. E. Crabbe and Miss Maria Smith, have attained the middle age of life and still reside in this city. Freeman Clarke, Levi A. Ward and Henry R. Selden were executors of the Smith estate, made so by the will of the deceased. They have since died and the management of the estate now reposes with Frank A. Ward as administrator. Time has so changed conditions that it is possible now to sell the property and the sale has been made.

The Rochester Trust Company.

The Rochester Trust & Safe Deposit Company was organized in 1888 as a safe deposit company with a capital of $100,000. It occupied offices and vaults in the same building with the Monroe County Savings Bank and its organizers were, for the most part, trustees of that institution. In June, 1888, it increased its capital to $200,000 under a special charter from the Legislature, purchased part of the old Clinton Hotel property, on which site its present building was erected, and entered upon a strictly trust business in connection with its safe deposit vaults, being the first in this part of the state to enter a field particularly ripe for this class of business and having for its directors men of known experience, integrity and wealth, its success was assured from the start, while its steady and remarkable growth has exceeded the expectations of its most enthusiastic founders.

This success has been largely due to the very conservative lines along which the institution has been conducted from the first. Confining itself to a strictly trust business, making its loans only upon carefully approved collaterals, and leaving the buying and selling of business paper to the regular banks of discount, it early secured and retained the confidence of the public in western New York. Although it made money rapidly it paid no dividends for several years, but allowed the earnings to accumulate until it now has a capital and surplus of more than a million dollars and its deposits exceed that of any trust company between New York and Chicago, which is the more remarkable since the populous cities of Buffalo, Cleveland and Detroit are remembered.

The steady growth of the institution is shown by the following table:

	Surplus and Undivided Profits.	Deposits.
1888	$ 12,402 32	$ 456,907 70
1889	30,471 27	1,448,682 82
1890	81,209 97	1,150,981 33
1891	104,469 33	1,160,260 23
1892	151,223 32	2,701,407 06
1893	250,330 28	3,056,312 25
1894	270,821 18	3,584,390 52
1895	300,570 42	4,607,962 35
1896	323,002 00	5,018,179 49
1897	390,560 31	6,262,119 53
1898	424,695 56	7,009,200 21
1899	500,676 39	7,398,796 07
1900	574,520 80	7,782,760 73
1901	671,519 52	9,128,186 19
1902	770,919 33	11,783,001 14

WILL BUILD

Erie Officials Approve City Plans.

WILL CO-OPERATE

Nothing To Prevent Construction of Retaining Wall.

CITY ENGINEER RETURNS HOME

Herald Dec 6, 1902

Mr. Fisher Has Had Several Days Conference With Engineer Burkholtz of the Erie and Agreement Has Been Reached on Plans for River Wall'--Work Can Be Begun Immediately.

City Engineer Fisher, after a four-day visit in New York, arrived home again in time to spend Christmas Day with his family. The object of his long trip to New York was to consult with the engineers and officials of the Erie Railroad regarding the construction of a retaining wall on the west bank of the river from the Court Street dam to Clarissa Street bridge.

Very serious damage was suffered, not only by the railroad but by residents and merchants of Exchange Street, owing to the overflow of the river banks between these points. Immediately following the floods there was much interest in providing a remedy, and a taxpayers meeting was called to start something. It was determined that the construction of a retaining wall would serve to prevent future flooding at these points and an ordinance was introduced in the council providing for the construction of such a wall, to be paid by local assessment.

The Erie road was the greatest sufferer; having the largest property interest at stake, it was, naturally, most concerned in the proposed improvement. There has been a number of conferences between the engineers and officials of the Erie, several visits having been made by them to Rochester to confer with the City Engineer and other officials.

Plans have been ready for some time and the city officials were desirous to bring matters to a focus as soon as possible in order that the wall might be built, if possible, early in the spring, before another freshet came. So Mr. Fisher took the plans to New York with him last Saturday and determined to stay there until he got a definite decision from the Erie officials as to what they wanted and what they would do.

In a general way, the plans submitted by Mr. Fisher to Chief Engineer Buckholts of the Erie met with the engineer's approval. The idea is to raise the railroad tracks several feet higher than at present and to build a retaining wall. The only engineering difficulty is at the Clarissa Street bridge, where there is a subway and the tracks run under the street. These tracks cannot be raised at this point. The Erie engineer suggests a separate drainage system for that portion of the work, fearing the water might in flood time settle back at this place, and desiring to have drainage that would carry it away.

Messrs. Fisher and Buckholtz spent considerable time in making plans to cover this danger, and before Mr. Fisher left for home he secured the promise of the Erie management to co-operate with the city and to stand whatever share of the expense of the improvement might be imposed by the City Assessors.

The estimated cost of the revised plans has been cut to $25,000, and this will be so divided that no individual property owner will be called on to pay a large share. The Erie Railroad Company will, of course, be called on to pay the largest assessment. Another large assessment will be levied on the city at large, as the city will be saved much damage annually to streets by preventing the overflow. Several times Exchange, Adams and adjoining streets have been covered with two or three feet of water. Moreover the wall will save the city from some possible large damage claims, as the owners of the big office buildings at the Four Corners have already served formal notice that hereafter they will hold the city responsible for future damages that may arise from the flooding of their cellars by the freshets, and demanding that some adequate plan of relief be adopted.

With large assessments on the Erie road and the city at large, the property owners on Exchange and adjoining streets will not be called on to pay a large tax for the improvement.

City Engineer Fisher is now ready to go ahead with the plans. If the Exchange Street property owners, who started the agitation for a retaining wall last spring, are still as anxious as they were then to have the wall built, there need be no further delay. The matter can be brought up at the next council meeting and the improvement ordinance passed. If all parties interested are agreed on the matter,

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SMITH'S ARCADE BUILDING.

REPORT ON CANALS

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PRESENT SYSTEM IN COLLAPSE

Utica Herald Jan 1903

State Must Speedily Determine Upon a Policy of Improvement or at Once Begin Reconstructing the Present Structures at Big Expense—Decrease in Tonnage of Past Year.

By Special Wire to The Herald.

Albany, Jan. 11.—The state must speedily determine upon a canal improvement policy or at once begin reconstructing the present canal system at big expense. This is the point in the report of State Superintendent of Public Works Charles S. Boyd has sent to the Legislature. Mr. Boyd points out that only good fortune has prevented a constant interruption to navigation owing to the ravages of time upon the canal structures. For some years the state has been spending $300,000 a year for extraordinary repairs to the canals, aside from the amount spent for ordinary repairs.

"Many of the canal structures," says Superintendent Boyd, "were built more than half a century ago. The passage of each year adds to their age and necessarily to the danger of their collapse."

In spite of the lengthened canal season this year, only 3,274,466 tons were carried, a decrease of 146,167 tons as compared with last year. The decrease was due to lack of coal freight. The through freight east amounted to 752,194 tons and west to 349,713 tons. The way freight east amounted to 1,562,553 tons and west to 869,856 tons. The decrease in coal shipments was 456,109 tons, or double the decrease in the total tonnage for the entire season.

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INDUSTRIES THAT MAKE THE FLOWER CITY WORLD FAMOUS.

Post Express May 13, 1903

Howard L. Osgood Tells the Historical Society That the Western Union Telegraph Has Done the Most Good to Civilization—Other Products.

Howard L. Osgood spoke before the Historical society last night, taking for his theme those industries started in Rochester which have been of world-wide influence. The first and greatest of these Mr. Osgood said was the Western Union Telegraph company, an organization without which the commerce of the world could not now be carried on. Mr. Osgood said that when the telegraph was perfected by Professor Samuel F. B. Morse many small companies were formed for the purpose of transmitting messages and the work became very complicated and expensive. Hiram Sibley of this city conceived the idea of uniting all of these companies and succeeded in interesting other men in his project with the result that the Western Union company was formed

This, Mr. Osgood said, might be described as one of the first, if not the first of the trusts. The speaker described at great length the early history of the Western Union under the management of Mr. Sibley, who was for the first seventeen years of the company's existence its president. Under his administration the company's property grew in value from $200,000, the amount with which the company started, to $50,000,000.

Mr. Sibley believed, Mr. Osgood said, that there should be telegraphic communication between this country and Europe, and in pursuance of this idea the company began the laying of wires with an idea of carrying the lines across the Behring straits. This was prior to the laying of the first cable in 1866 and long before it was known that a cable was a possibility. At the time Cyrus Field sent his first message, the Western Union, under Mr. Sibley had laid 1,500 miles of telegraph wires in the Far North, and had surveyed many thousand more in the extreme north of the Northwest territory and in Siberia. More than $3,000,000 was expended in this work, which was abandoned when the first cable was sent.

Another Rochester industry which has had its influence in every civilized country, Mr. Osgood said, was the camera, and the name "kodak" he said was known the world over. Mr. Osgood regretted facetiously that Mr. Eastman had not named his invention "Rochester" rather than "kodak" and thus have proclaimed the name of the Flower City throughout the world. In speaking of the kodak, Mr. Osgood commented upon the possibilities which it opened to the amateur in taking pictures which in years gone by could have only been made by a professional.

Mr. Osgood made a report of the matter of the Seneca Indians and the Ogden Land company's claims, outlining the work which has been done in behalf of the Indians since the report presented to the society last May.

Invite to Chamber of Commerce.

Post Express Jan 13 1903

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Secretary Ives of the Chamber of Commerce is receiving letters from manufacturing concerns all over this section of the state who wish to have invested in their business a portion of the $100,000 which was offered Mr. Ives to invest in paying manufacturing enterprises. An Auburn manufacturer of patent dump wagons is the latest applicant for some of the capital. A Joplin, Mo., manufacturer of hats and caps, has written to the Chamber of Commerce asking for a suitable building in which to open a hat manufacturing plant.

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Post Express Jan 17 1903

...ISHER ON WATER RATES

Engineer Discusses Plan to Reduce Prices Charged.

Exhaustive Report to Mayor Rodenbeck Stating How the Revenue Will Be Affected by Lower Rates.

Does Not Believe in Cutting Prices to Any Consumers but Manufacturers—Statistics of Interest.

City Engineer Fisher has sent an exhaustive report to Mayor Rodenbeck on the subject of water rates which follows in full:

Department of Public Works,
Bureau of Engineering,
Rochester, N. Y., Jan. 6, 1903.

Hon. A. J. Rodenbeck, Mayor:

Dear Sir—The following statement relative to the matter of water rates is respectfully submitted:

The rates charged for water in this city are of two classes. The first is what is known as a "flat" rate; that is, a definite sum per year for certain classes of supply; and second, a rate of 14 cents per thousand gallons for all water used from the domestic system, through meters. In the latter case the minimum rate paid by any person must be not less than $5.

The river water is furnished at the rate of 10 cents per thousand gallons, and is comparatively little used on account of its poor quality, and also on account of the limited capacity of the works.

FLAT RATES FOR DWELLINGS.

In investigating the question of rates paid for water it will be best to first consider the cost for ordinary household uses for one family in a single house. The flat rate for household use, when the assessed valuation of the house is $1,500, or less, is $4. When the assessed valuation is over $1,500 and not above than $2,000, the rate is $5. The rate increases until the assessed valuation is between $14,000 and $18,000, when the amount is $7.50, and for each additional $4,000, or a fraction thereof, an addition of 50 cents is made. Families in flats, tenements or blocks are charged $4 for each family. This amount is exclusive of bath and closet. The bath for a single family is $2, and a closet is $2, making the rate for the necessary fixtures in a house valued at $1,500 or less, $8, and for a house valued at not more than $2,000, $9.

These rates would correspond to the rate required for a six-room house. Statistics gathered in 1897 show that in thirty of the large cities the average rate for such a house for the uses specified is $12.82. In this city the rate is $8 to $9, depending upon the valuation. The flat rate therefore for dwellings occupied by the small taxpayers, compared with rates paid in other cities, is low, being not over two-third to three-fourths the average rate. Out of the thirty cities only seven had a less rate.

METER RATES—SMALL CONSUMER.

If the occupant of a house of this class puts a meter upon his service he is charged at the rate of 14 cents per thousand gallons for water used; the minimum yearly rate being $5. This minimum rate corresponds to an average daily use for 365 days in the year of ninety-eight gallons, or over three barrels.

Of the 8,000 domestic water accounts over 3,000 do not use the water allowed for this minimum rate. It has been shown by comparison with other cities that this minimum rate of $5 is an extremely low rate; and if the minimum remains, as it should, there would be no benefit to the small consumers in a reduction of the meter rate. It would simply afford an opportunity for a few of the users to waste more water than they do now.

Of the thirty cities referred to whose rates have been compared with this city nineteen have a maximum and a minimum rate for water used. The average maximum rate for water used in small quantities is 14.69 cents per thousand gallons. Our rate is 14 cents, which, as you see, is somewhat below the average maximum rate, or the average rate for water used in small quantities.

CLASSIFICATION OF METERED WATER.

The metered water is classified by the Water Works Department, according to its use, into domestic, commercial and manufacturing. There were on September 30th, 1902, 9,871 meter accounts. Of these accounts 8,090 were classed as domestic, 987 as commercial and 294 as manufacturing. The quantity of metered water used under the domestic classification was 81,636,327 cubic feet, or 35 per cent. of the metered water. The quantity used under the commercial classification was 89,432,649 cubic feet, or 38 per cent. of the total metered water; and under the head of manufacturing, 63,839,812 cubic feet, or 27 per cent. of the total metered water.

	Cubic ft.
Of the metered water classed as domestic there was used in public buildings	1,851,000
And related to charitable institutions an estimated amount equal to about	3,774,000
Making a total of metered water classed as domestic and not paid for of about	5,625,000

Deducting this from the amount classed as domestic leaves 76,000,000 cubic feet. There was also some deduction from the commercial. This may be taken at 89,000,000 cubic feet, and the manufacturing at 63,800,000 cubic feet.

The rate of 14 cents per thousand gallons is equivalent to $1.05 per thousand cubic feet, estimating as is usual for this purpose 7 1-2 gallons per cubic foot. The annual receipts from metered water would be approximately be as follows:

Domestic, 76,000,000 cu. ft., at $1.05	$79,800 00
Commercial, 89,000,000 cu. ft., at $1.05	93,450 00
Manufacturing, 63,800,000 cu. ft., at $1.05	66,990 00
Making a total of 228,800,000 cu. ft., at $1.05	$240,240 00

RATE FOR MANUFACTURERS.

The request for a reduction of rates comes from the manufacturers, and it is urged that a rate of 14 cents per thousand gallons is much larger than that paid for the same use of water in other cities, and that consequently manufacturers who are obliged to use large quantities of water cannot afford to locate in this city.

An examination of the rates in the 30 cities referred to shows that the average minimum rate for water is 7.62 cents per thousand gallons. The flat rate for Hemlock water is 14 cents per thousand gallons. The claim, therefore, that our rates are much higher than most other cities is correct.

It has seemed to us that if the item of water rent for a manufacturing establishment does not much exceed the sum of $100 per year that any reduction that could be made would be a comparatively small inducement for it to locate or remain in this city. The use of 100,000 cubic feet of water per year costs a manufacturer or other user the sum of $105. For convenience, we have taken this amount of 100,000 cubic feet as the maximum rate for which the present price of 14 cents per thousand gallons, or $1.05 per thousand cubic feet, should be charged. We have classified the 9,371 accounts according to the amount of water used and find the following facts with reference to consumers using 100,000 cubic feet or more per year.

In the domestic system 20 consumers used 100,000 cubic feet or more, or a total of 9,686,514 cubic feet; 102 commercial users used 56,932,160 cubic feet, and 111 manufacturing concerns used 58,159,150 cubic feet.

REDUCTION IN REVENUE DUE TO LOWERING RATES.

If the rate for water to manufacturers be reduced to 10 cents per thousand gallons for all water used over the amount of 100,000 cubic feet per year, the reduction in revenue for same quantity would amount to about $14,000. If this same rate were extended to the commercial users the reduction would amount in that class to about $14,000, and if extended to the domestic consumers using over 100,000 cubic feet, the reduction in this class would amount to about $2,300, making a reduction for all users of over 100,000 cubic feet per year of about $30,300.

If the rate for water used in excess of 100,000 cubic feet per year were reduced to 8 cents per thousand gallons, the reduction in revenue on the water used for manufacturing purposes would be $21,000, for commercial purposes, $21,000, and for domestic purposes, $3,450, making a total of $45,450.

The classification between manufacturing and commercial is perhaps not as sharply defined as it would be necessary to make it, provided a reduction were granted to only the manufacturers, and if the reduction in rates were confined to the manufacturing class it is probable that quite a number of those now classed as commercial would come under that head if a new classification were made. In view of the difficulty, however, of making these classifications it may be desirable to extend the reduction, if made, to all classes of consumers using over 100,000 cubic feet per year.

The following table shows the number of consumers and the total amount of water used by the various classes of consumers from 100,000 cubic feet per annum up to 20,000,000 cubic feet also the names of the larger users that would be affected by a reduction in rates. The same thing is shown by the blue print diagram appended hereto:

REDUCTION IN METER RATES TO ALL CONSUMERS.

If a reduction in meter rates were made to all consumers alike and the rate remained a uniform rate as at present, the amount of reduction would be as follows:

The total receipts for metered water for one year, as stated, are about $240,000. There are 8,000 consumers that pay the minimum rate, amounting to $15,000. The balance, $225,000, would be affected by a reduction in rates. If the rate were reduced to 12 cents the reduction would amount to about one-seventh of these receipts, or about $32,000. If the rate were reduced to 10 cents, the reduction would amount to $64,000, and if to 8 cents, the receipts would be diminished by $96,000. If the minimum rate remains the same the quantity of water used by the consumers paying the minimum rate would probably be increased.

TOTAL RECEIPTS OF WATER DEPARTMENT.

The receipts of the water department are made up from the amount received for metered water, amount received from unmetered water and the frontage tax, together with sundry receipts for work done by the repair department, sale of meters, etc.

The frontage tax is a tax directed by the charter to be assessed upon the frontage of all property fronting upon any street where city water mains are laid and in use and on which lots water rents have not accrued or been paid during the preceding calendar year. This rate also applies to frontage on any city lot exceeding 200 feet, even if a water rate has been paid by the owner. The rate is 2 cents per lineal foot.

The amount of this frontage tax for the year ending September 30, 1902, was approximately $14,000. The amount of the metered water was approximately $240,240, and of the unmetered water $165,760,—making a total of approximately $420,000 as the receipts from these three sources. The other sources referred to may be neglected as they have no reference to the water supply. The amount received for metered water is therefore about 57 per cent. of the total receipts.

QUANTITY OF WATER DELIVERED TO THE CITY.

The quantity of water delivered to the city during the year ending September 30, 1902, was approximately as follows:

Holly System—1,622,000 gallons per day, or 78,400,000 cu. ft. per year.

Domestic System—13,800,000 gallons per day, or 675,600,000 cu. ft. per year.

A total of 15,422,000 gallons per day, or 754,000,000 cu. ft. per year.

Of this amount 285,000,000 cu. feet was metered, or 31 per cent. of the whole. As nearly all metered water is supplied from the domestic system, the percentage of metered water to the total amount supplied from this system is 25 per cent. The receipts from metered water are, as before stated, about 57 per cent. of the total receipts.

INCREASED CONSUMPTION DUE TO A DECREASE IN RATES.

A material decrease in the rates charged for water will, without doubt, cause an increase in consumption. This increase would to some extent offset the decrease in receipts, and provided the amount of water at our disposal was sufficient to provide for a continual increase in use, there would be no question of the advisability of making a reduction in rates, especially to the large consumers. The average daily consumption of domestic water for the period in question, assuming a population of 168,000, was about 82 gallons per day; of the river water from the Holly system about 150 gallons per day, making a

PERFORMANCE AS WELL AS PROMISE.

Times, Jan 14, 1903

Results are the end of human effort, and especially is this true of the administration of a great city's affairs. A little over a year ago Mayor Rodenbeck, untried as Mayor, sent his first annual message to the Common Council. It was a modest message of suggestion and promise. Last night the Mayor sent his second annual message. It is also a message of suggestion and recommendation, but it is more important at this time to consider that it is also a record of results, of promises fulfilled.

In one year $100,000 worth of back taxes have been collected. In one year there has been official action which has led to a saving of nearly $40,000 annually in the city lighting contract. In one year there has been action which has resulted in a reduction of gas rates which will mean a saving of $100,000 annually to Rochester consumers. Dollar gas will be a reality in less than three months. The Rochester Railway Company has been compelled to contribute more liberally and more equitably to the maintenance of the government under which it enjoys a valuable franchise. Only $3,114 remain uncollected in personal taxes against the considerable sum of $31,000 for the year preceding Mr. Rodenbeck's incumbency. Police Court revenues from fines and forfeited bail have been more than doubled. The street railway company has been compelled to render better and more efficient service to its patrons. Twenty-five thousand dollars have been paid into the city treasury by the banks, a tax which has hitherto been avoided. There have been various minor savings in municipal departments.

In a public way the city has made remarkable progress in building. More than $2,000,000 worth of new homes and factories have been erected in Rochester during the past year. The city itself is now safely within the constitutional debt limit and persistent efforts are now on foot to further reduce the city's indebtedness by the collection of past due taxes. The waterworks bonds have been refunded resulting in annual saving to the city in interest of $125,000. A movement has been set on foot which will lead to a reduction of water rates to manufacturers with a consequent saving to them of thousands of dollars. A legal action has been maintained resulting in a decision which imposes charges for local improvements on the property affected and excluding it from the city debt. This means a saving in interest charges to the city as a whole.

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Many movements for the public good have been inaugurated by the Mayor. The Fire Department has been more fully and modernly equipped. The police force, especially the detective force, has been reorganized on an up-to-date basis. A public market will probably be built, as well as a convention hall, within the year. A sensible view of the water storage project has been taken and it will be productive of results. The Mayor has influenced public opinion until there is a general demand that the city must be amply repaid for granting franchises to public service corporations.

And, best of all, the present administration has stimulated the interest of citizens in its work and is now commanding their co-operation and advice.

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U&A.
Jan 15/1903

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And, best of all, the present administration has stimulated the interest of citizens in its work and is now commanding their co-operation and advice.

These are RESULTS outlined in the Mayor's message. The Evening Times expects to have a voice in a more detailed public discussion of its recommendations and suggestions. Suffice it to say now that it indicates that there has been performance as well as promise on the part of Mayor Rodenbeck and his fellow officials.

These rates would correspond to the rate required for a six-room house. Statistics gathered in 1897 show that in thirty of the large cities the average rate for such a house for the uses specified is $12.82. In this city the rate is $5 to $9, depending upon the valuation. The flat rate therefore for dwellings occupied by the small taxpayers, compared with rates paid in other cities, is low, being not over two-third to three-fourths the average rate. Out of the thirty cities only seven had a less rate.

METER RATES—SMALL CONSUMER.

If the occupant of a house of this class puts a meter upon his service he is charged at the rate of 14 cents per thousand gallons for water used; the minimum yearly rate being $5. This minimum rate corresponds to an average daily use for 365 days in the year of ninety-eight gallons, or over three barrels.

Of the 8,000 domestic water accounts over 3,000 do not use the water allowed for this minimum rate. It has been shown by comparison with other cities that this minimum rate of $5 is an extremely low rate; and if this minimum remains, as it should, there would be no benefit to the small consumers in a reduction of the meter rate. It would simply afford an opportunity for a few of the users to waste more water than they do now.

Of the thirty cities referred to whose rates have been compared with this city nineteen have a maximum and a minimum rate for water used. The average maximum rate for water used in small quantities is 14.69 cents per thousand gallons. Our rate is 14 cents, which, as you see, is somewhat below the average maximum rate, or the average rate for water used in small quantities.

CLASSIFICATION OF METERED WATER.

The metered water is classified by the Water Works Department, according to its use, into domestic, commercial and manufacturing. There were on September 30th, 1902, 9,371 meter accounts. Of these accounts 8,090 were classed as domestic, 887 as commercial and 294 as manufacturing. The quantity of metered water used under the domestic classification was 31,626,327 cubic feet, or 35 per cent. of the metered water. The quantity used under the commercial classification was 33,492,649 cubic feet, or 38 per cent. of the total metered water; and under the head of manufacturing, 23,839,312 cubic feet, or 27 per cent. of the total metered water.

	Cubic ft.
Of the metered water classed as domestic there was used in public buildings	1,231,000
And rebated to charitable institutions an estimated amount equal to about	2,774,000
Making a total of metered water classed as domestic and not paid for of about	5,625,000
Deducting this from the amount classed as domestic leaves 76,000,000 cubic feet. There was also some deduction from the commercial. This may be taken at 89,000,000 cubic feet, and the manufacturing at 63,800,000 cubic feet.	

The rate of 14 cents per thousand gallons is equivalent to $1.05 per thousand cubic feet, estimating as is usual for this purpose 7 1-2 gallons per cubic foot. The total receipts from metered water would be approximately be as follows:

Domestic, 76,000,000 cu. ft., at $1.05	$79,800 00
Commercial, 89,000,000 cu. ft., at $1.05	93,450 00
Manufacturing, 63,800,000 cu. ft., at $1.05	66,990 00
Making a total of 228,800,000 cu. ft., at $1.05	$240,240 00

RATE FOR MANUFACTURERS.

The request for a reduction of rates comes from the manufacturers, and it is urged that a rate of 14 cents per thousand gallons is much larger than that paid for the same use of water in other cities, and that consequently manufacturers who are obliged to use large quantities of water cannot afford to locate in this city.

An examination of the rates in the 30 cities referred to shows that the average minimum rate for water is 7.62 cents per thousand gallons. Our flat rate for Hemlock water is 14 cents per thousand gallons. The claim, therefore, that our rates are much higher than most other cities is correct.

It has seemed to us that if the item of water rent for a manufacturing establishment does not much exceed the sum of $100 per year that any reduction that could be made would be a comparatively small inducement for it to locate or remain in this city. The use of 100,000 cubic feet of water per year costs a manufacturer or other user the sum of $105. For convenience, we have taken this amount of 100,000 cubic feet as the maximum rate for which the present price of 14 cents per thousand gallons, or $1.05 per thousand cubic feet, should be charged. We have classified the 9,371 accounts according to the amount of water used and find the following facts with reference to consumers using 100,000 cubic feet or more per year.

In the domestic system 20 consumers used 100,000 cubic feet or more, or a total of 9,686,514 cubic feet; 102 commercial users used 56,823,160 cubic feet, and 111 manufacturing concerns used 58,159,150 cubic feet.

REDUCTION IN REVENUE DUE TO LOWERING RATES.

If the rate for water to manufacturers be reduced to 10 cents per thousand gallons for all water used over the amount of 100,000 cubic feet per year, the reduction in revenue for same quantity would amount to about $14,000. If this same rate were extended to the commercial users the reduction would amount in that class to about $14,000, and if extended to the domestic consumers using over 100,000 cubic feet, the reduction in this class would amount to about $2,800, making a reduction for all users of over 100,000 cubic feet per year of about $30,200.

If the rate for water used in excess of 100,000 cubic feet per year were reduced to 8 cents per thousand gallons, the reduction in revenue on the water used for manufacturing purposes would be $21,000, for commercial purposes, $21,000, and for domestic purposes, $3,450, making a total of $45,450.

The classification between manufacturing and commercial is perhaps not as sharply defined as it would be necessary to make it, provided a reduction were granted to only the manufacturers, and if the reduction in rates were confined to the manufacturing class it is probable that quite a number of those now classed as commercial would come under that head if a new classification were made. In view of the difficulty, however, of making these classifications it may be desirable to extend the reduction, if made, to all classes of consumers using over 100,000 cubic feet per year.

The following table shows the number of consumers and the total amount of water used by the various classes of consumers from 100,000 cubic feet per annum up to 20,000,000 cubic feet also the names of the larger users that would be affected by a reduction in rates. The same thing is shown by the blue print diagram appended hereto:

REDUCTION IN METER RATES TO ALL CONSUMERS.

If a reduction in meter rates were made to all consumers alike and the rate remained a uniform rate as at present, the amount of reduction would be as follows:

The total receipts for metered water for one year, as stated, are about $240,000. There are 8,000 consumers that pay the minimum rate, amounting to $15,000. The balance, $225,000, would be affected by a reduction in rates. If the rate were reduced to 12 cents the reduction would amount to about one-seventh of these receipts, or about $32,000. If the rate were reduced to 10 cents, the reduction would amount to $64,000, and if to 8 cents, the receipts would be diminished by $96,000. If the minimum rate remains the same the quantity of water used by the consumers paying the minimum rate would probably be increased.

TOTAL RECEIPTS OF WATER DEPARTMENT.

The receipts of the water department are made up from the amount received for metered water, amount received from unmetered water and the frontage tax, together with sundry receipts for work done by the repair department, sale of meters, etc.

The frontage tax is a tax directed by the charter to be assessed upon the frontage of all property fronting upon any street where city water mains are laid and in use and on which lots water rents have not accrued or been paid during the preceding calendar year. This rate also applies to frontage on any city lot exceeding 200 feet, even if a water rate has been paid by the owner. The rate is 2 cents per lineal foot.

The amount of this frontage tax for the year ending September 30, 1902, was approximately $14,000. The amount of the metered water was approximately $240,240, and of the unmetered water $165,760, making a total of approximately $420,000 as the receipts from these three sources. The other sources referred to may be neglected as they have no reference to the water supply. The amount received for metered water is therefore about 57 per cent. of the total receipts.

QUANTITY OF WATER DELIVERED TO THE CITY.

The quantity of water delivered to the city during the year ending September 30, 1902, was approximately as follows:

Holly System—1,622,000 gallons per day, or 78,400,000 cu. ft. per year.

Domestic System—13,800,000 gallons per day, or 675,600,000 cu. ft. per year.

A total of 15,422,000 gallons per day, or 754,000,000 cu. ft. per year.

Of this amount 23,000,000 cu. feet was metered, or 31 per cent. of the whole. As nearly all metered water is supplied from the domestic system, the percentage of metered water to the total amount supplied from this system is 35 per cent. The receipts from metered water are, as before stated, about 57 per cent. of the total receipts.

INCREASED CONSUMPTION DUE TO A DECREASE IN RATES.

A material decrease in the rates charged for water will, without doubt, cause an increase in consumption. This increase would to some extent offset the decrease in receipts, and provided the amount of water at our disposal was sufficient to provide for a continual increase in use, there would be no question of the advisability of making a reduction in rates, especially to the large consumers. The average daily consumption of domestic water for the period in question, assuming a population of 168,000, was about 82 gallons per day; of the river water from the Holly system about ten gallons per day, making a

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...consumption of about 90 gallons per capita per day. This amount is very much less than the average amount used by other cities.

The average consumption of forty-eight of the large American cities, according to a table prepared by Mr. George I. Bailey, formerly superintendent of the Albany water works, was 123.5 gallons per capita per day, which is nearly 50 per cent. more than our present consumption. A per capita use of about 115 gallons for 170,000 people would exhaust the ultimate supply of Hemlock lake itself. That low rates as a general rule correspond to a large consumption may be seen by the following statement:

The city of Detroit has a minimum water rate of less than 2 cents per thousand gallons. The per capita consumption is about 146 gallons.

Buffalo has a minimum rate of about 2 cents, and a per capita use of about 233 gallons.

Toledo, a minimum rate of 3 1-2 cents, and a per capita use of about 119 gallons.

Chicago, a minimum rate of about 2.9 cents, and a per capita use of about 190 gallons.

Philadelphia, a minimum rate of 4 cents, with a per capita use of about 224 gallons.

Syracuse, a minimum rate of a little less than 5 cents, with a per capita consumption of about 102 gallons.

Cleveland, a minimum rate of 5 1-4 cents, with a per capita use of 159 gallons.

Albany, a minimum rate of 6 cents, with a per capita use of 191 gallons.

CAPACITY OF CONDUITS.

There are two conduits from Hemlock lake to the city; one built in 1874 at the time of the original works, and the additional conduit built in 1894. The capacity of the first conduit is about 6,-000,000 gallons per day, and of the second, at present, about 19,000,000 gallons per day; making a total capacity of both conduits per day of about 25,000,000 gallons.

The outlet pipe from Hemlock lake of the first conduit will permit of drawing the lake to a depth of about five feet only below the natural outlet. The top of outlet pipe for the new conduit is thirteen feet below the natural outlet of the lake. In order to insure the continuous flow of water in both conduits it is necessary that the surface of the lake should not be drawn more than five feet below the natural outlet.

CAPACITY OF HEMLOCK AND CANADICE LAKES.

Careful measurements of the run-off from Hemlock lake have been taken for the last six years. Computations based upon these measurements give an approximate yield of the Hemlock lake watershed of about 19,500,000 gallons per day.

The yield of Canadice lake and its watershed based upon the same run-off would amount to about 9,000,000 gallons per day, making the total yield of both Hemlock and Canadice lakes about 28,500,000 gallons per day. The average use of Hemlock water for the period under consideration was 13,800,000 gallons per day.

The total yield of Hemlock lake watershed, as stated, for a period of five years, from 1886 to 1891, was about 19,500,000 gallons per day. In order to obtain this run-off from the watershed it is necessary to use Hemlock lake as a storage reservoir. If the outlet of Hemlock lake is not raised above the present level of the natural outlet, in order to so use the lake it will be necessary to lower the surface from ten to twelve feet. We may raise the surface of the water in Hemlock lake about two feet so that in order to utilize the entire rainfall it will not be necessary to lower the surface more than eight or nine feet below the level of the natural outlet. If we lower the level of the lake much more than five feet we uncover the outlet pipe of the old conduit and throw this conduit out of use. We therefore, with the present facilities at Hemlock lake, are unable to utilize the entire rainfall upon its watershed. We will be using during the present year between 14,000,000 and 15,000,000 gallons per day. Before the Webster, Penn. road is relocated

Table Exhibiting Consumption by Largest Users of Hemlock Water.

Amount of Account more than	Domestic. No. of Cons.	Domestic. Quantity cu. ft.	Commercial. No. of Cons.	Commercial. Quantity cu. ft.	Manufactur.. No. of Cons.	Manufactur.. Quantity cu. ft.	Consumer.
$2,000,000			1	20,363,539			N. Y. C. & H. R. R. R.
1,000,000					1	5,221,644	Barr Brew Co.
500,000					1	2 97 634	Eastman Kodak Co.
400,000	1	4,472,567			1	2,880,360	Ind. Soap., Am. Brew. Co
300,000			2	17,361,700			R. Ry. Co., B. P. Laundry.
200,000	1	2,895,000	1	2,807,136	3	*6,016,518	St. Hosp., Granite Bldg.
100,000			5	7,764,649	6	27,600,738	Erie R. R., D. W. P. Rel.
90,000					9	1,924,000	N. Brew. Co., R. G. & C. Co.
80,000					9	1,709,043	R. P. & S. Co., Liv. Hotel.
70,000			1	699,000	8	558 383	Union B'k, Cos. Sh. Co.
60,000					8	1,193,374	L. L. Allen, Y. & E. Co.
50,000					8	1,260,340	R., W. & O. R. R., Wall. House.
40,000	1	260,000	9	**1,193 897	13	**1,450,424	M. C. Jail, M. C. P.
30,000	3	2,257,000	9	5,075,409	11	2,948,000	Granite B'dg., R. G. & E.
20,000	4	2,257,000	23	3,824,1 3	22	3,414,512	Crescent Laundry.
10,000	13	1,479,647	95	4,747,160	17	4,769,193	Enright Brew. Co.
Total....	23	9,084,214	51	66,328,160	105	38,159,430	106 Consumers.

Additional Consumers.

*Carties Bros., Bausch & Lomb, Genesee Brew. Co.
†J. V. R. K., Rochester Laundry, Alms House.
‡Monroe Brew. Co., Standard Brew. Co., H. Bartholomay, C. B. Woodworth, Roch. Stamping Co., Keise Laundry.
§Roch. Power Co., Rinsball & Co., J. G. Hughes, Photo Materials Co.
Roch. Opt. Co., Roch. Camera Co.
**S. B. H. Laundry, W. N. Y. & P. R. R., Deaf & Dumb Inst., Osburn House, K. & K. Bldg., J. DeW. Butts, E. & R. W. Jenkinson.
††S. N. Oothout, A. B. Lamerton, Hill Candy Works, Stein, Bloch & Co., Parsons Malting Co., Allen Woolen Mills, Karl Lith. Co., Big Sims Dairy Co., Fisher City P. Orchard, J. G. Wagner Est., Lisly & Co., Roch. Car Wheel Works, Roch. B. & I. Works.
‡‡State Hospital.
*The total of 106 consumers comprises 101 meter accounts. The following consumers use not less than 10,000 cubic feet, and not over 100,000 cubic feet, and pay from $10.50 to $105 00 per year:

51	Domestic consumers use	1,501,834 cu. ft.
741	Commercial "	2,595,275 "
144	Manufacturing "	2,786 819 "
		6,883,928

CHARLOTTE HARBOR IS NOT TO BE NARROWED

Navigators Persuade Symons to Abandon Proposition.

Not a Voice is Raised in Approval of the Engineer's Plan at His Hearing—Manager of Richelieu & Ontario Line Says Change Would Force Him to Abandon the Port—Harbor Should be Widened.

In the immediate future, it may be said, three important results will have been achieved by the Charlotte harbor hearing given by Major Thomas Symons in the Mayor's office yesterday: The channel will not be narrowed to 300 feet in width, either by a mattress or by a pier; an effort will be made by Major Symons to have the $15,000 appropriated for this purpose used in repairing the present piers; and many business men and civic organizations of Rochester will work hard to have the annual appropriation of $3,700 for dredging the harbor increased to an adequate amount. To these may be added a fourth, for the widening of the harbor entrance, a new channel has made it practically impossible that the plan should be seriously considered by the Engineering Department and, as something must be done at once to maintain the harbor, other improvements will have to be planned. Major Symons wasn't able to make definite predictions yesterday besides the prediction that the channel would not be narrowed.

Said the gentleman who had talked with him:

"The arguments of the dozen shippers who appeared at the hearing are almost unanswerable. These men have sailed the lakes for years and they are well acquainted with their boats and with the Charlotte harbor. They know exactly what they want and what others want and it may be taken for granted that whatever conveniences are made for them will be the best thing for Rochester and Charlotte, since it will increase the shipping. This being true, the fact that all of these men opposed the narrowing of the channel is a pretty good reason why Rochester and Charlotte people should oppose it, and the government isn't likely to make improvements, real or fancied, that the people most vitally interested do not want.

Harbor in Bad Shape.

"As a matter of fact, the harbor at Charlotte is in the worst condition of all on the lake. A captain tying up to the piers at night has to keep a sharp eye on his men or one of them will disappear through a rotten plank and be drowned. The channel has never been dredged as it should be and a man is never certain whether there is enough water to float his vessel. The need for improvement has been recognized for a long time and the suggestion of Major Symons will open up a field for practical work.

"Perhaps the $15,000 that has been appropriated for narrowing the channel will be used in repairing the piers. Nobody can tell till Major Symons has applied to the government for permission to divert its use in this manner. I understand that he is going to make application at once. If his application is refused, of course nothing can be done now, for no rivers and harbors bill is passed by Congress at the short session. We would have to wait clitha summer of 1904 before we could hope to begin the work and by that time the piers will likely have rotted away.

"It is the hope of every man interested in Rochester's lake commerce, however, that Major Symons's plan may be approved, for it will make possible the thorough repair of the piers by next fall. In the meantime a good many Rochester men intend to work tooth and nail to get a larger annual appropriation and I believe we will have the cooperation of our representatives. The present annual appropriation, $3,700, is far too small. Oswego, not doing half of Charlotte's business, gets a bigger appropriation, and it isn't fair."

"Some have suggested that the use of a sand pump, a mechanism that clears away sandy drift a good deal cheaper and quicker than a dredge, would be the best thing for Charlotte. This is true, but the men who own the dredges would oppose such a plan and they could make it almost impossible for the government to invest in such a machine. The initial cost is far less than the initial cost of a dredge and the cost of maintenance is also smaller, but the dredge owners would not see their business taken away without a struggle.

Piers to be Strengthened.

"As I see it, and as Major Symons has given me to understand, the harbor will remain as it is for the present. Practically

Jan 16, 1903.

ROCHESTER DEMOCRAT

...ing Co. Keise Laundry.

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...it may be widened, since the slip can safely, three important results will have stains say it isn't too wide now, but I been achieved by the Charlotte harbor think the piers will be strengthened before hearing given by Major Thomas Symons in this is done. We should all get together the Mayor's office yesterday: The channel now and work for a larger annual appro-will not be narrowed to 300 feet in width priation and I think, also, we should keep either by a mattress or by a pier; an ef- in mind the widening. If Rochester people fort will be made by Major Symons to have will unite on what they want I don't believe they will have much trouble in getting it."

The hearing was begun promptly at noon, in the Mayor's office. There was an attendance of about seventy-five and there was very little room for idle spectators, but all of the interested men had opportunity to hear and to be heard. Among the more prominent were: General Manager C. F. Gildersleeve, of the Richelieu & Ontario Navigation Company; Captain Fitzgerald, of the steamer Rapids; Captain Horncan, of the steamer Iiela, and Captain Richards, of the steamer Proctor, of the George Hall Coal Company, of Ogdensburg; J. Hanman, of the Ogdensburg Coal and Towing Company; J. S. C. Calvin, of Kingston, Ont., of the Calvin Towing Company; H. H. Gildersleeve, of Kingston, of the Lake Ontario & Bay of Quinte Navigation Company; C. T. Gildersleeve, of the Richelieu & Ontario Navigation Company; Captain Gray, of the United States life-saving station; Captain John Barney, of the tug Fletcher Yates; John Galusha, of the A. G. Yates Coal Company; Captain Estes, Captain Douglas and Captain Matthews, of Charlotte; Dr. Ottoway, of Charlotte; Dr. Nicholson, Moss Moseley, Hon. Henry C. Brewster, Colonel James S. Graham, E. M. Upton, Charles Van Voorhis, Louis N. Stein and Charles J. Brown, of the Chamber of Commerce; City Engineer Fisher and other city employees, J. G. Quintus, Buffalo, and J. C. Churchill, of Oswego, members of the Engineering Corps, accompanied Major Symons.

Mayor Rodenbeck called the meeting to order and introduced Major Symons. The Major launched at once into his subject, explaining first that it had never been planned to narrow the channel to 150 feet. He said:

Narrowed to 300 Feet, Not 150.

"It is planned to sink a mattress in the river alongside the piers, and deepen the water between this mattress and the pier. Small boats would not be affected as the mattress would be several feet under water. There is apparently a misconception of our plans. We are not thinking of narrowing the channel to 150 feet as has been reported but to 300 feet, which I think will prove sufficiently wide to allow any boat to make the harbor.

"The trouble is that the width is so much greater between the piers than the natural bed of the river, that sediment carried down by the stream is lodged here and unless constant dredging is resorted to the channel soon chokes up. All the Lake Erie ports are narrower than the Charlotte channel. It is too wide and the channel shoals on the west side. I have told in brief our plans, the money for which has been appropriated and the orders to go ahead given."

Continuing, he said that the plan was to sink a stone mattress three hundred feet east of the west pier, building it up with crushed stone to within seven feet of the surface of the water. The space between this mattress and the east pier, according to the plans, he said, would be filled in with the sand dredged from the channel proper, until it had reached the height of the mattress. Ships of light draft, he believed, could float anywhere above the mattress and larger vessels would have plenty of room west of it. Then he invited the shippers to give their views.

Manager C. F. Gildersleeve, of the Richelieu & Ontario Navigation Company, was the first to respond.

"I have been told," he said, "that the entrance to the Buffalo harbor is only 120 feet wide. Can you tell me how long that entrance is, Major Symons?"

"Eighteen hundred feet."

"The entrance to Charlotte harbor is 3,600 feet, and that makes a big difference," replied Mr. Gildersleeve, and then he continued:

"I have managed steamers calling at Charlotte since 1864 and from my own observation of the harbor in all weathers during that period, and having taken the opinion of Captain Henry Estord and Captain Ed. Booth of the steamers Kingston and Toronto, which are under my charge, and call at Charlotte and are the largest passenger steamers on Lake Ontario, I desire to state most strongly my op-

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"Perhaps the $15,000 that has been appropriated for narrowing the channel will be used in repairing the piers. Nobody can tell till Major Symons has applied to the government for permission to divert its use in this manner. I understand that he is going to make application at once. If his application is refused, of course nothing can be done now, for no rivers and harbors bill is passed by Congress at the short session. We would have to wait clitha summer of 1904 before we could hope to begin the work and by that time the piers will likely have rotted away.

"It is the hope of every man interested in Rochester's lake commerce, however, that Major Symons's plan may be approved, for it will make possible the thorough repair of the piers by next fall. In the meantime a good many Rochester men intend to work tooth and nail to get a larger annual appropriation and I believe we will have the cooperation of our representatives. The present annual appropriation, $3,700, is far too small. Oswego, not doing half of Charlotte's business, gets a bigger appropriation, and it isn't fair."

"Some have suggested that the use of a sand pump, a mechanism that clears away sandy drift a good deal cheaper and quicker than a dredge, would be the best thing for Charlotte. This is true, but the men who own the dredges would oppose such a plan and they could make it almost impossible for the government to invest in such a machine. The initial cost is far less than the initial cost of a dredge and the cost of maintenance is also smaller, but the dredge owners would not see their business taken away without a struggle.

Piers to be Strengthened.

"As I see it, and as Major Symons has given me to understand, the harbor will remain as it is for the present. Practically

...it may be widened, since the slip can safely, three important results will have stains say it isn't too wide now, but I been achieved by the Charlotte harbor think the piers will be strengthened before hearing given by Major Thomas Symons in this is done. We should all get together the Mayor's office yesterday: The channel now and work for a larger annual appro-will not be narrowed to 300 feet in width priation and I think, also, we should keep either by a mattress or by a pier; an ef- in mind the widening. If Rochester people fort will be made by Major Symons to have will unite on what they want I don't be-the $15,000 appropriated for this purpose lieve they will have much trouble in get-used in repairing the present piers; and ting it."

The hearing was begun promptly at noon, in the Mayor's office. There was an attendance of about seventy-five and there was very little room for idle spectators, but all of the interested men had opportunity to hear and to be heard. Among the more prominent were: General Manager C. F. Gildersleeve, of the Richelieu & Ontario Navigation Company; Captain Fitzgerald, of the steamer Rapids; Captain Horncan, of the steamer Iiela, and Captain Richards, of the steamer Proctor, of the George Hall Coal Company, of Ogdensburg; J. Hanman, of the Ogdensburg Coal and Towing Company; J. S. C. Calvin, of Kingston, Ont., of the Calvin Towing Company; H. H. Gildersleeve, of Kingston, of the Lake Ontario & Bay of Quinte Navigation Company; C. T. Gildersleeve, of the Richelieu & Ontario Navigation Company; Captain Gray, of the United States life-saving station; Captain John Barney, of the tug Fletcher Yates; John Galusha, of the A. G. Yates Coal Company; Captain Estes, Captain Douglas and Captain Matthews, of Charlotte; Dr. Ottoway, of Charlotte; Dr. Nicholson, Moss Moseley, Hon. Henry C. Brewster, Colonel James S. Graham, E. M. Upton, Charles Van Voorhis, Louis N. Stein and Charles J. Brown, of the Chamber of Commerce; City Engineer Fisher and other city employees, J. G. Quintus, Buffalo, and J. C. Churchill, of Oswego, members of the Engineering Corps, accompanied Major Symons.

Mayor Rodenbeck called the meeting to order and introduced Major Symons. The Major launched at once into his subject, explaining first that it had never been planned to narrow the channel to 150 feet. He said:

Narrowed to 300 Feet, Not 150.

"It is planned to sink a mattress in the river alongside the piers, and deepen the water between this mattress and the pier. Small boats would not be affected as the mattress would be several feet under water. There is apparently a misconception of our plans. We are not thinking of narrowing the channel to 150 feet as has been reported but to 300 feet, which I think will prove sufficiently wide to allow any boat to make the harbor.

"The trouble is that the width is so much greater between the piers than the natural bed of the river, that sediment carried down by the stream is lodged here and unless constant dredging is resorted to the channel soon chokes up. All the Lake Erie ports are narrower than the Charlotte channel. It is too wide and the channel shoals on the west side. I have told in brief our plans, the money for which has been appropriated and the orders to go ahead given."

Continuing, he said that the plan was to sink a stone mattress three hundred feet east of the west pier, building it up with crushed stone to within seven feet of the surface of the water. The space between this mattress and the east pier, according to the plans, he said, would be filled in with the sand dredged from the channel proper, until it had reached the height of the mattress. Ships of light draft, he believed, could float anywhere above the mattress and larger vessels would have plenty of room west of it. Then he invited the shippers to give their views.

Manager C. F. Gildersleeve, of the Richelieu & Ontario Navigation Company, was the first to respond.

"I have been told," he said, "that the entrance to the Buffalo harbor is only 120 feet wide. Can you tell me how long that entrance is, Major Symons?"

"Eighteen hundred feet."

"The entrance to Charlotte harbor is 3,600 feet, and that makes a big difference," replied Mr. Gildersleeve, and then he continued:

"I have managed steamers calling at Charlotte since 1864 and from my own observation of the harbor in all weathers during that period, and having taken the opinion of Captain Henry Estord and Captain Ed. Booth of the steamers Kingston and Toronto, which are under my charge, and call at Charlotte and are the largest passenger steamers on Lake Ontario, I desire to state most strongly my op-

...consumption of about 90 gallons per capita per day. This amount is very much less than the average amount used by other cities.

The average consumption of forty-eight of the large American cities, according to a table prepared by Mr. George I. Bailey, formerly superintendent of the Albany water works, was 123.5 gallons per capita per day, which is nearly 50 per cent. more than our present consumption. A per capita use of about 115 gallons for 170,000 people would exhaust the ultimate supply of Hemlock lake itself. That low rates as a general rule correspond to a large consumption may be seen by the following statement:

The city of Detroit has a minimum water rate of less than 2 cents per thousand gallons. The per capita consumption is about 146 gallons.

Buffalo has a minimum rate of about 2 cents, and a per capita use of about 233 gallons.

Toledo, a minimum rate of 3 1-2 cents, and a per capita use of about 119 gallons.

Chicago, a minimum rate of about 2.9 cents, and a per capita use of about 190 gallons.

Philadelphia, a minimum rate of 4 cents, with a per capita use of about 224 gallons.

Syracuse, a minimum rate of a little less than 5 cents, with a per capita consumption of about 102 gallons.

Cleveland, a minimum rate of 5 1-4 cents, with a per capita use of 159 gallons.

Albany, a minimum rate of 6 cents, with a per capita use of 191 gallons.

CAPACITY OF CONDUITS.

There are two conduits from Hemlock lake to the city; one built in 1874 at the time of the original works, and the additional conduit built in 1894. The capacity of the first conduit is about 6,-000,000 gallons per day, and of the second, at present, about 19,000,000 gallons per day; making a total capacity of both conduits per day of about 25,000,000 gallons.

The outlet pipe from Hemlock lake of the first conduit will permit of drawing the lake to a depth of about five feet only below the natural outlet. The top of outlet pipe for the new conduit is thirteen feet below the natural outlet of the lake. In order to insure the continuous flow of water in both conduits it is necessary that the surface of the lake should not be drawn more than five feet below the natural outlet.

CAPACITY OF HEMLOCK AND CANADICE LAKES.

Careful measurements of the run-off from Hemlock lake have been taken for the last six years. Computations based upon these measurements give an approximate yield of the Hemlock lake watershed of about 19,500,000 gallons per day.

The yield of Canadice lake and its watershed based upon the same run-off would amount to about 9,000,000 gallons per day, making the total yield of both Hemlock and Canadice lakes about 28,500,000 gallons per day. The average

...ter from the Canadice lake watershed.

In connection with the use of water from Canadice lake it will be necessary to purchase the remaining water rights on the outlet and also secure control of the shores of the lake. The city at present owns some land at the foot of the lake and has constructed a bulkhead and the necessary controlling gates. The city also owns some of the water rights. Mr. McClintock spent considerable time during the past summer in getting options on this property. Such legislative action as is necessary to permit the city to carry these options into effect, and to secure the water rights and the control of the lake shore, should be taken at once. The estimated cost of this work is $100,000.

WATER METERS.

It has been stated that a reduction in rates would be followed by an increase in consumption. A check upon this increase could be had by the general introduction of meters. In this city we have 21,700 services in use, 10,300 of which, or 32 per cent., are metered; leaving 21,400 unmetered services.

The 21,400 unmetered services in this city are nearly all domestic use, and very largely small consumers. It has been shown that in the case of the small consumers the introduction of meters generally results in the reduction of the rate to the minimum of $5 from the flat rate of $8 or $9. This reduction is the equivalent of about an average of 40 per cent. This reduction would be offset to some extent by the payment for water used in larger quantities than were paid for by the flat rate, and would probably not exceed from 25 to 30 per cent. The total receipts from unmetered water during the period in question were about $165,750. The probable reduction due to the immediate metering of all the services would be from $40,000 to $50,000.

SHOULD THE CITY PAY FOR METERS?

The Water Department charges the consumer for a 1-4 in. meter set the sum of $10. This consumer, using all the water necessary, can reduce his flat rate from $3 to $4 per year. He would, therefore, be able to pay for a meter in less than four years, paying the same water rate as before the introduction of the meter. It, therefore, seems not unfair nor unjust to ask the consumer to stand this expense. This is the practice frequently followed by public water works.

In order to encourage the use of meters it may be advisable to allow the cost of the meter to be paid in four annual installments, which could be added to the meter bills. In this way no additional burden would fall upon the small consumer.

The total cost of supplying meters for the 21,400 unmetered services in the city would be at least $220,600. There are 10,300 meters in use that have been paid for by the consumer. The meters for future use were to be paid for by the city, in fairness the people who have already paid for meters should have the cost refunded. This would amount to over $110,000, making the total cost for the general introduction of meters about $330,000.

RESERVOIR CAPACITY.

There are two reservoirs connected with our domestic system of water works; the storage reservoir at Rush, 224 feet above the general elevation of the city, having a total capacity of 63,-500,000 gallons, and a distributing reservoir within the city, about 110 feet above the general elevation of the city, with a total capacity of 22,500,000 gallons.

Rush reservoir is located about nine miles south of Highland reservoir, or over ten miles from the central portion of the city. This reservoir, therefore, is not available as a distributing reservoir except by the construction of several additional conduits. The average daily use of Hemlock water during the coming year will exceed 14,000,000 gallons. The maximum daily use during the summer months, or in the cold winter months is about 40 per cent. more, or between 19,000,000 and 20,000,000 gallons per day. Our available storage capacity therefore in Highland reservoir is not much over one day's maximum use. The maximum capacity of the old conduit from Rush reservoir to Highland reservoir is about 3,000,000 gallons per day, and the new conduit at present, about 19,000,000 gallons. A break involving both conduits, occurring during maximum use, would produce a water famine in less than thirty-six hours. If the new conduit were thrown out of use, with the old conduit in operation, the reserve would last less than three days. That such a contingency is possible is shown by the fact that in the new conduit during construction two of the large five and a quarter ton stop-valves were broken and had to be replaced. Since the conduit has been in operation another of said valves located near the upper end of the line on a summit was broken and had to be replaced. The actual time required under the most favorable conditions to replace any of these valves was three days. It is therefore apparent that additional distributing reservoirs are imperatively needed.

LARGE DISTRIBUTING MAINS.

In 1894 a special bond issue was authorized for the construction of large mains, one on each side of the river, for reinforcing the present domestic system. The size of these main feeders so far as now constructed is thirty-six inches. The main starts at the reservoir and crosses the river near Flint street, passes over Caledonia avenue, crosses the canal to Elizabeth street and at present ends at the intersection of Scio...

...water was $500,000. Only $250,000 was authorized, and slight extensions have been made since from tax levies. It is therefore necessary in order to properly reinforce the distributing system to construct additions to the system, costing over $200,000.

It should also be stated here that this system of mains does not cover the entire amount needed when the outlying portions of the city become built up and it is estimated that another system of feed mains passing near the city limits on both the east and west sides of the city will be required, and that the cost of these mains will be at least as much as those of the interior mains heretofore described. This portion of the work, however, will not be required until the city becomes built up in the outlying wards.

WATER SUPPLY FOR PUBLIC USE.

Water is supplied for fire protection through 2,900 fire hydrants. Water is also furnished for sprinkling streets, the use of public buildings, for the construction of public works, such as streets, sewers, sidewalks, etc. If a moderate charge were put upon the water so used the water department would be credited with at least the following amount:

2,900 fire hydrants, at $25 each—$ 72,500
Water for public buildings and other miscellaneous uses..... 27,500

Making a total of.....$100,000

It was the practice for some years to make an appropriation of $100,000 per year for these purposes and to apply this amount to the water works department.

In making any intelligent comparison of the financial condition of the water works system of this city with the financial condition of the water works systems of other cities, it is absolutely necessary to take into account the fact as to whether any charge is made for water used for public purposes. It is the practice in a large number of cities to make such an allowance to the water department.

COMPARISON OF RECEIPTS AND EXPENDITURES.

Provided there were no change in the water rates and no increase in the water used over the past year, the receipts and expenditures for the coming year would be substantially as follows:

Estimated income from all sources	$433,000
Expenditures:	
For interest on bonds and notes	$212,000
For ordinary operating expenses, about	116,000
	327,000
Leaving a surplus of..	$106,000

A portion at least of this amount should be used in the extraordinary expenses required to maintain the water system in a safe and profitable condition.

INCREASE IN RATE OF TAXATION DUE TO A DECREASE IN RECEIPTS FROM WATER RATES.

The total valuation, exclusive of franchises, is about $112,000,000. A rate of 9 cents on each $1,000 valuation represents an amount of about $10,000, so that for each $10,000 of reduction in the receipts of the Water Department there will necessarily be an increase of 9 cents on each $1,000 in the general tax levy.

ACTUAL COST OF DOMESTIC WATER.

The total cost of operation, including interest on the bonded debt, for the year 1903, is estimated at $327,000 00
The Holly system should be charged with about 25,000 00
Chargeable to domestic system $302,000 00
There should be added for sinking fund and extraordinary expenses at least 50,000 00
Total $352,000 00

Gallons per day.

The estimated amount used and wasted for the year ending Sept. 30, 1902, as heretofore stated is 12,800,000
Or 5,037,000,000
At least 25 per cent. of this is waste 1,259,250,000
Leaving a balance of 3,777,750,000

The cost per 1,000 gallons, using the above figures, is 9.32 cents.

This cost per 1,000 gallons may probably be reduced to about 6 cents, when the entire capacity of the conduits is required and the necessary betterments to properly take care of the supply are made.

GENERAL SUMMARY.

The total yield of the watersheds of Hemlock and Canadice lakes, as shown by present records, is about 28,500,000 gallons per day.

Hemlock lake watershed alone furnished about 19,500,000 gallons per day. The average use of domestic water for 1902 was about 14,000,000 gallons per day, or about 33.0 gallons per capita, exclusive of water from the Holly system.

There are about 21,700 services in use, and 10,300 meters. About 32 per cent. of the services are metered. The metered water is about 31 per cent. of the total water used. The receipts of metered water are about 57 per cent. of the total receipts.

The rate for domestic metered water is 14 cents per thousand gallons, or $1.05 per thousand cubic feet. The minimum rate for metered water is $5 per year. There are 3,371 meter accounts. There are about 3,000 accounts that pay $5 per year, 373 that pay between $5 and $10.00, [illegible] between $10.00 and $105.00

...A net reduction of rates to 12 cents would reduce the revenue for the amount of water now used about $35,000; a reduction to 10 cents would reduce the revenue $64,000 and to 8 cents about $93,-000.

A reduction to 10 cents to consumers paying over $105 per year would amount to $30,300; to 8 cents, $45,450. A reduction to 12 cents, for amounts between $10.50 and $105, corresponds to an additional reduction in revenue of $10,250 per year. To 10 cents, $20,500 per year. To 8 cents, $30,750 per year.

Our minimum annual meter rate of $5 is very much lower than the average of other cities, as is also the meter rate of 14 cents per 1,000 gallons for small consumers. There is therefore no justification for a reduction of these rates. In the case of manufacturers using large quantities of water the conditions are different. Our rate is much higher than in most other cities, and it may be advisable as good business policy to reduce the rates for water used in excess of a given amount, say 100,000 cubic feet per year, costing $105. All consumers then would pay at the same rate as at present for water used up to the amount of 100,-000 cubic feet per year, the reduction applying only on the excess.

In making a reduction the fact should be borne in mind that the domestic water of this city is of a better quality than that generally used in other cities, and that the cost, owing to the large amount of capital invested in the construction of the works, is more than that of many other cities.

Very respectfully yours,

E. A. Fisher, City Engineer.

Recent statistics of water rates in fifty American cities gathered by the Municipal Journal and Engineer, may be summarized as follows:

Forty cities report a maximum meter rate for small consumers and a minimum meter rate for the large consumers.

The average meter rate for the small consumer in forty-nine cities is 20.1 cents per thousand gallons.

The rate in 1 city is.....	50c
The rate in 3 cities is.....	40c
The rate in 4 cities is.....	30c
The rate in 17 cities is.....	20c to 26c
The rate in 11 cities is.....	14c to 20c
The rate in 13 cities is.....	less than 13c

Thirty-six cities, or 71 per cent., of the forty-nine, have a rate higher than our present rate of 14 cents.

The minimum yearly rate for metered water in thirty-five cities averages $8.16; only

Five cities, or 14 per cent., having a rate less than our rate of $5 per year.

Six cities have the same rate as ours, $5 per year.

Eleven cities have a rate between $5 and $1 per year.

Nine cities have a rate of $10 per year.

Four cities have a rate of over $10 per year.

Seventy-four per cent. of the thirty-five cities have a higher rate than Rochester.

RATE FOR MANUFACTURERS.

The average minimum meter rate for large users in forty cities is 7.95 cents per 1,000 gallons, the lowest being 2.5 cents and the highest 20 cents.

Only four cities of the forty have a rate of more than 14 cents, while thirty-five cities, or 87.5 per cent., have a less rate than 14 cents for large consumers.

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alteration, if carried out, will never destroy the usefulness and trade of the harbor.

Vessels Need the Full Width.

"The effect of any strong wind, which forms a sea at the mouth of the harbor, is to cause steamers of light draft with high cabins, and freight steamers without cargo or vessels which are being towed, to drift when entering the harbor, instead of entering it straight; and from this cause the steamers Kingston and Toronto frequently take up nearly the full width of the present channel when entering.

"With the channel narrowed and so real a danger on one side of it, as a crib filled with stone, seven feet below the surface, the striking of which by a steel steamer would almost certainly mean the sinking of the steamer, neither of the captains of the Toronto or Kingston would think of entering the harbor under the unfavorable conditions of the wind referred to.

"Practically this means giving up calling at the port altogether, for neither the company which owns the steamers, nor the traveling public, would care to have anything to do with a service which could not be depended upon at all times.

"I understand the object of narrowing the entrance is to create a current which will carry out into the lake the mud brought down by the river which now settles in the harbor, involving an annual outlay of about $5,700 for dredging. Taking into consideration, however, the cost of the new work proposed and of the probable dredging, which sooner or later will have to be done outside of the piers, where the mud will be deposited (if the new work acts as expected) it becomes a question whether any saving in expense will be effected. But if the whole of it were saved, it is too small amount to be entitled to the slightest consideration in comparison with the safety of shipping entering the harbor and, the business interests involved therein.

Harbor Should be Larger.

"A proper harbor, especially one contiguous to a large city like Rochester, should have plenty of room for all kinds of vessels for purposes both of business and pleasure. The present harbor of Charlotte, while the best of the artificial harbors on Lake Ontario (and what makes it the best is the width of its entrance), is far from being a spacious one, and the desire should be to increase its area and facilities of all kinds, especially those for safety of ingress and egress upon which everything else depends, rather than lessen them, as is proposed under the plan in question. The range lights formerly in use for guidance in entering should be restored, increased inside space should be added, where practicable, such as taking some of the adjacent low land now of little value, so as to give more room for the mooring and handling of all kinds of vessels and the carrying on of different kinds of business connected with the water.

"With an enlarged and better harbor, the citizens of Rochester will be more inclined than heretofore to take a lively and practical interest in the uses for which it is adapted and in marine matters generally."

Postmaster Colonel James S. Graham followed Mr. Gildersleeve and prefaced a short speech by stating that he agreed thoroughly with all of Mr. Gildersleeve's arguments. He said he believed a submerged mattress would be dangerous and advised that the pier, if the harbor had to be narrowed, be built above the water, so that nobody could fail to see it. He informed Major Symons that there was a dangerous bar just outside of the channel entrance and suggested a breakwater to remove it.

Breakwater Suggested.

"If we have a breakwater," he said, "we might be content with a 150-foot entrance, but I don't see any necessity of narrowing it at all. The harbor should be enlarged below the railroad bridge and the marsh on the east side of the river ought to be dredged. The river should be protected from the north winds and unless you do protect it the narrowing of the channel will be a calamity."

J. Frank Morse cited the grounding of the Toronto a hundred feet from the east pier last summer, and said she might have grounded as easily a hundred feet from the west pier. "That would put her upon the mattress, and we don't exactly fancy that," he said.

Captain Fitzgerald and S. C. Calvin opposed the mattress plan, and Henry C. Brewster opposed the entire plan.

"To my positive knowledge," said Mr. Brewster, "the rivers and harbors bill appropriations have never been used up and the way Rochester has been treated is a shame. When I was in Congress I tried to get something done, but the people here wouldn't help me. The need for improvements has been growing more pronounced all of the time. The government ought to maintain a dredge. It wouldn't hurt the government any. And, too, there ought to be stone piers, instead of wooden piers."

"I know that the piers are in bad condition," said Major Symons, "and I also believe that more money should be appropriated for the Charlotte harbor. I will do what I can."

"If you will give us the interest on the money that has been spent in improving the harbor at Oswego," said Colonel Graham, "we will have an excellent harbor. What we need most is a pier to which we can tie up."

Former Mayor Hamlin, of Ogdensburg, urged the necessity of making the improvements at once, owing to the growth of Charlotte's coal trade, and the hearing ended. At its close Major Symons said he believed the mattress plan would be abandoned, but that was all he gave out to the reporters.

To one of the most prominent of those who opposed the entire plan, however, he said that he believed that the channel would never be narrowed, and he added that he would try to spend the $15,000 that had been appropriated for that purpose in repairing the piers.

CHAMBER'S ANNUAL MEET

First Annual Meeting.

The first annual meeting of the Geneva Chamber of Commerce was held last evening in the old Dutch Reformed Church. In connection with it a banquet was served which was attended by upwards of two hundred of the business men of the city. A number of guests from out of the city were present, including Charles S. Lee, general passenger agent of the Lehigh Valley Railroad, of New York; Judge Walter H. Knapp, of Canandaigua; John M. Ives, secretary of the Rochester Chamber of Commerce, and Professor Dunham Lee, of Ithaca, professor of oratory at Cornell University.

President Conrad Wehnes, of the Geneva Chamber of Commerce, read his annual report, reviewing the work of the first year of the chamber. Treasurer D. W. Hallenbeck gave his annual report, making a statement of all moneys received and disbursed during the year. This was followed by the election of three directors to serve three years.

Following the business session the formal toasts were given. President Conrad Wehnes introduced Rev. N. B. Remick, D. D., who acted as toastmaster. The toasts were as follows:

"Geneva of the Future," Charles S. Lee, of New York, general passenger agent of the Lehigh Valley Railroad.

"Municipal Problems," Judge Walter H. Knapp, of Canandaigua.

"A Chamber of Commerce," John M. Ives, secretary of the Rochester Chamber of Commerce.

"Competition and Brotherhood," Dunham Lee, professor of oratory of Cornell University, and managing editor of the Ithaca Daily News.

TUESDAY EVENING The Times Jan 28 1903 THI

REDUCTION OF WATER RATES TO THE LARGE CONSUMERS

Waterworks Committee of the Common Council Takes Favorable Action On the Proposition.

The Waterworks Committee of the Common Council at its meeting last night declared in favor of a reduction of the water rates to the large consumers. At the next meeting of the Council Alderman Zellweger will introduce a resolution declaring it to be the sense of the body that the rates for Henlock water should be reduced to the large consumers. If the resolution passes the Council, it will be submitted to Commissioner McClintock and if he, in turn, approves the reduction, he will fix the rates and send them to the Board of Estimate and Apportionment for affirmation.

A section of the White Charter provides that the water rates shall be fixed by the Commissioner of Public Works with the approval of the Board of Estimate and Apportionment. All the Council can do in the matter is to suggest that action be taken.

The rates recommended to Commissioner McClintock are that water be sold at a rate of 14 cents per 1,000 gallons to all consumers using 100,000 cubic feet or 750,000 gallons a year, and 10 cents per 1,000 gallons used in excess of 100,000 cubic feet. Aldermen Tanner and Tracy were in favor of reducing the water rates to all consumers, regardless of the amount they used, but their idea was not favored by the rest of the committee.

The members of the committee all expressed themselves in favor of leaving the Waterworks Bureau in the Department of Public Works, but decided to take no action until the report of City Treasurer Williams on the subject was heard.

MOVEMENT FOR EARLY CLOSING

Rev. A. S. Crapsey Elected Chairman of Retail Clerks' Union Committee.

The committee named at a recent meeting of Retail Clerks Local Union, 447, and others interested in the early-closing movement met yesterday at the Chamber of Commerce Building. The report of the committee will be presented at the meeting of the clerks, which will be held in Columbia Hall, Cox Building, tomorrow night.

Among those present were Rev. A. S. Crapsey, chairman; Rev. C. A. Barbour, Rev. Edward J. Hanna, Rev. T. A. Hendrick, Mrs. Helen A. Montgomery, Mrs. Joseph T. Ailing, Mrs. Max Landsberg and Mrs. Dr. Mulligan.

For a Federal Ship-Canal Between Lake Erie and the Hudson.

Union Gazette Jan 29 1903

It is satisfactory to note that among the various canal bills already introduced or about to be introduced at Albany, most of which are simply so many schemes for wasting the money of the people of this state, there is one which is founded on common sense. This bill, which is scheduled for introduction today in the Senate, is in the nature of an invitation to Congress to provide for surveys for a ship-canal, to be constructed by the Federal government, between Lake Erie and the Hudson river. The author of this bill, Senator Merton E. Lewis, says, in its preamble, that "there is a prevalent feeling in the state that the information at hand is not sufficient for an intelligent decision by the people of the question of the future policy of the state in relation to its canals." This is the exact truth. All of the proposed schemes for canal improvement by the state should be rejected, if for no other reason, because the people are not prepared to pass upon them intelligently. It is pointed out in the preamble of Senator Lewis's bill that during the years 1897, 1898 and 1899 the Federal government expended $485,000 for the survey for a Niagara ship-canal and other canal developments in the state and that in its report the engineering commission expressed the opinion that a down-grade canal from Tonawanda to Utica and thence by locks and dams on the Mohawk to Troy could be safely constructed. In view of these facts it is (to quote the language of the bill) resolved:

That the Congress of the United States be, and it is hereby respectfully requested to make provision for the completion of the surveys and examinations (including estimate of cost) of deep waterways and routes thereof between the Great Lakes and the Atlantic tidewaters, providing a [illegible] for a ship canal, entirely free, deep to the river the water of Lake Erie into the Hudson river and including a study of the full possibilities of such a canal for military and commercial purposes and also for the development and utilization of the water power that could be developed therefrom, and that copies of this resolution be forwarded to the Hon. Thomas C. Platt and Hon. Sereno E. Payne for presentation, respectively, to the Senate and House of Representatives.

It is to be hoped that a combination of pro-canal men will not be permitted to smother this bill, that it will be passed and that the Assembly will concur in it. Thus the matter will be brought forcibly to the attention of Congress.

The national government should connect Lakes Erie and Ontario with the Hudson river by means of a ship-canal through which warships could be taken. The United States ought to be able, at short notice, to send warships into the Great Lakes. England can do so now. It is true that she can not put very formidable vessels on those lakes, but those that she can put there would serve her purpose in war in the absence of American warships. A ship-canal connecting the Hudson river with Lakes Ontario and Erie is a strategic necessity. That necessity alone furnishes a sufficient reason for the construction of such a canal by the national government.

Another reason why the national government should undertake the construction of such a canal is found in the fact that it is needed by the great wheat-producing states of the Northwest. To the people of those states it would be of vast benefit, far more for their benefit than for that of the people of this state. If the people of this state would alone be benefited, or even chiefly benefited, by the proposed enlargement of our canal system there would be reason in the proposal that this state should pay for such improvements. But that is not the fact. The chief benefit would go to the Northwest. Therefore the cost of such improvements, if made, should be defrayed by the national government.

The people of this state should not spend a dollar for the enlargement of its canals. Let them declare against such enlargement by the state and call upon Congress to provide for the construction of a ship-canal. That is the only sensible position for them to take.

CHARLOTTE HARBOR NARROWING ABANDONED

Appropriation Will Be Expended in Other Ways—Suggestions from Rochester Will Be Welcomed.

Post Express Jan 29 1903

Special to The Post Express.

Buffalo, Jan. 28.—Major Thomas W. Symons, United States engineer here to-day received a letter from Brigadier-General G. L. Gillespie, chief engineer of the war department, approving Major Symons's recommendation to the war department to abandon the scheme to narrow Charlotte harbor.

General Gillespie further approved Symons's plan to spend $15,000 appropriated for narrowing the channel in other improvements at that point.

Major Symons said to-day that either the existing pier would be improved or the east pier extended.

He said he would like to receive suggestions from Rochester people on the subject.

FISHER TO SHOW A LAKE MAP.

Meeting of Chamber of Commerce to be Held Next Monday Night.

A regular meeting of the Chamber of Commerce will be held next Monday night. Engineer Fisher has drafted a map of the Great Lakes, showing the proposed route of the Georgian bay canal, which if constructed will enable vessels on Lake Ontario to enter Lake Superior and Lake Michigan without going via Lake Erie.

Among the new things brought to the attention of the Chamber of Commerce is a patent wagon axle which by utilizing a spring and a pin does away with the nut that is now in general use. The axles have been tried in Pennsylvania and are said to have proved a success.

A local manufacturer is looking for two buildings each to be 80x150 feet. The manufacturer will take a ten-year lease of such buildings if any one can be induced to construct them here. The present quarters occupied by the manufacturer, who wishes his name withheld, are too small for his growing business.

The Model Gas Engine company, an Indiana concern, is looking for a site in this vicinity. Secretary Ives of the chamber is in communication with the officers of the company, which requires a floor space of 50,000 square feet and employs more than a hundred skilled mechanics.

TAKES ISSUE WITH MAYOR

Herald Jan 29 1903

McClintock Will Not Reduce Water Rates.

OUTLINES POLICY

Lessons Drawn from Conditions in Other Cities.

SAYS CUT CANNOT BE MADE

He Has Power Under Charter To Fix Water Rates and if Mayor Insists on Reducing Rates a New Commissioner of Public Works Must Be Made—Favors Metered Water.

Commissioner McClintock sent to Mayor Rodenbeck yesterday the most important statement that has emanated from his office since he assumed its duties. It covers frankly and without reservation all the points of the policy of management of the water works that have been discussed for a year or so. For the first time since the agitation began, Commissioner McClintock goes on record officially as opposed to any reduction in the price of water rents to large consumers, taking direct issue with Mayor Rodenbeck and with the Water Works Committee of the Common Council that will report to-night in favor of a reduction.

This official stand taken by the commissioner is of special importance in view of the fact that the price of water is fixed by the commissioner himself and the board of estimate has only the power of veto or approval. The initiative lies with the commissioner. In view of this stand now taken by the commissioner, it is impossible to see how a reduction can consistently be made by the present commissioner; if the Mayor determines to institute another policy, it will probably require the appointment of another Commissioner of Public Works. His communication will be read with considerable interest as outlining his official policy on the water works question and indicating a possible clash with Mayor Rodenbeck on an issue of much vital importance.

Opposes Reduction of Water Rates.

Following is the text of the Commissioner's letter to the Mayor last night:

"I herewith present for the consideration of your board some suggestions relating to the policy of management of the water works.

"1. The price of water should be the same to all, large or small, rich or poor. There is no reason why the large consumer should have a lower rate than the small one. If the large consumer of water is entitled to a lower rate than the smaller, then the larger taxpayer is entitled to a lower tax rate than the smaller, and this is absurd.

"2. The price of water should be as low as possible and yet give sufficient income to maintain the property and pay for its cost during its term of usefulness. This will have overburdening present citizens for the benefit of the future taxpayers.

"3 Each 1,000 gallons of water costs us to-day nine cents, and it is an unreasonable to attempt to furnish this without measurement as it would be for the gas company to sell its gas, which costs it 25 cents per thousand cubic feet, without measuring, or for the coal dealer or iceman to sell without weighing.

Cheap Water Is Wasted.

"4. To show the utter impossibility of supplying water without control, it can be stated that other large cities not differing much from Rochester use relatively three times as much water. This enormous and wasteful use of water tends to drag down many of the greatest cities, the supply required being so great that the cost of procuring it and purifying it becomes staggering. Chicago with its boasted cheap water in unlimited quantities found it necessary to spend $40,000,000 for its drainage canal, which was simply for the purpose of taking its sewage out of its drinking water. Philadelphia, with its cheap water, has for years suffered untold misery from the vile character of its water supply. To-day they report typhoid fever cases at the rate of 350 a day, and are spending over $20,000,000 in an attempt to make their water supply decent. Buffalo, with its cheap water, within a few years found that they could pump their sewage more cheaply than they could pump clean water, with the result of a typhoid epidemic that undoubtedly did more damage than would be the cost of a whole new water system. This was the occasion of the manufacture and use of the largest amount of disinfectants ever used in one case. This was used to literally disinfect the pipes and reservoirs in a city. New York City, with its vast and expensive water works, still under construction and impossible of completion within two or three years, is advised by its engineering experts that steps must be taken at once for a further supply at the risk of a water famine; and it is asserted that the additional supply may cost $150,000,000.

At the Turn of the Road.

"5. We are at the turn of the road where the decision is to be made, whether we will follow the foolish lead of unwisely governed cities, or whether we are to, if necessary, set the example of good common sense treatment of the water supply question. We will not furnish water of as poor a quality as many cities inflict on themselves and we cannot furnish it at so small a cost as do some cities. We have a supply of water abundant for all reasonable uses and unexcelled in quality for domestic use and literally of more value for manufacturing purposes than that supplied to most other cities.

"Cheap water simply means wasting water, as was shown some years ago, when it was found that one of the breweries was using 16 barrels of water to cool one barrel of beer; and nobody thought of having leaky valves fixed, except when the sound of running water disturbed them.

"To show how easy it is for us to fritter away our water supply, the case may be put in this way:

"There are over 20,000 water consum-



Commissioner J. Y. McClintock.

ers in the city, which for sinks, tubs, bathrooms, etc., will average 6 faucets each, which would make 180,000 outlets for water in the city closed by valves. An ordinary faucet in a sink will discharge 5 gallons of water per minute, and if all opened for one hour only, they would let out 54,000,000 gallons, which is equal to 2 1-2 times the capacity of Highland reservoir, provided the distributing pipes from the reservoir were large enough to bring the water. Or to put it another way: If there was a general carelessness in the use of water resulting in leaving all of these faucets open for an average time of 15 minutes during the day, then as much water could be wasted as is now used by the city.

"One of these faucets leaking just sufficient to make a little stream will discharge 90 gallons in 24 hours, and if they all leaked, the amount of water wasted might be 17,000,000 gallons per day.

Consumption Must Be Regulated.

"When the capacity of Hemlock and Canadice Lakes is exhausted, it will be impossible to secure an additional supply of equally good quality except at very much increased cost and with the expenditure of several millions of dollars. With the present prices of water it has required thirty years to make the property able to pay its own expenses, and it is safe to assume that an additional supply would mean an added burden to the taxpayer for years to come.

"We are now using about 83 gallons per capita per day, and at this rate we can expect to exhaust the capacity of both Hemlock and Canadice Lakes within a short term of years. By the general introduction of meters it is evident from the experience of other cities and from our knowledge of the subject that the amount of water used could be reduced to 55 gallons per capita, which would result in postponing for many years the necessity for securing any additional source of supply.

"For these reasons I earnestly ask you to indorse the proposition of retaining for the present the price of water as it now is and for setting aside out of the net income of the waterworks $19,000 a year for the next four years to be allowed in discounts on water bills to pay in full the cost of the 6,815 meters now owned by individuals and to set aside also $20,000 out of the net earnings to be used in purchasing and installing 3,000 additional meters.

"At this time there are 10,296 meters set, of which the city owns 3,481, and the selling price of which would be $54,139; 6,815 are owned by individuals, for which they have paid to the city $79,234, creating a condition which is unjust and should be modified."

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

NEW PLANT MAY COME.

Model Gas Engine Company is Looking for a Site Near Here.

The Model Gas Engine Company, which now has a plant in a small Indiana town, is looking for a larger site, where it may have about 50,000 square feet of floor space to give employment to 125 men. It has in view sites in two nearby cities, which have offered the company a bonus of $10,000 to locate.

Secretary Ives, of the Chamber of Commerce, has written the company a letter setting forth the advantages of Rochester and in an answer he received yesterday the company offered to come, provided it were given the use of a building. There will be more correspondence and the company may come here.

CURB FLOODS

Report of State Water Storage Commission.

PLAN IS FEASIBLE

Two Methods Suggested for Prevention of Freshets.

STORAGE POSSIBILITIES VAST

Benefits Would Consist of Improved Sanitary Conditions, the Development of Tremendous Water Power and the Reclaiming of Lands—Possibilities of Power Development.

By Special Wire to The Herald.

Albany, Jan. 25.—Of unusual interest, by virtue of dealing with a question never before considered by the state, is the report of the State Water Storage Commission, which will be presented to the Legislature to-morrow. The commission was appointed by Governor Odell after the adjournment of the Legislature under authority of a bill which proposed the investigation of floods and called for an answer by the commission, after surveys and investigations had been made, as to whether floods throughout the state, which cause $2,000,000 loss annually, could be abated and how.

The commission named consisted of Olin H. Landreth, professor of engineering at Union University; former State Engineer Elnathan Sweet of Albany, George W. Rafter, a prominent engineer of Rochester; John L. King of Syracuse, George R. Finch of Glens Falls, and the Attorney General, the State Engineer, the Superintendent of Public Works and the State Commissioner of Forest, Fish and Game.

Since its appointment the commission has carefully investigated every flooded district in the state, has mapped by water courses the entire state, and has appointed local committees and received reports from them in every district of the state which has been subjected to floods.

The query upon the part of the Legislature as to whether freshets can be prevented and what should be done to prevent freshets is, to sum up the report entire, answered as follows:

Freshets Can Be Prevented.

Freshets not only can be prevented throughout the state by the straightening of river channels and the storage of water at the headwaters of streams, but through such storage progression upon the part of the state is assured toward these results: Improvement of public health, improvement of navigation through uniform flow of rivers, the reclaiming of marshes, the furnishing of additional water for canals, affording pure municipal water supply to cities and villages, and finally the development of hundreds of thousands of horse power by the generation of electricity, which will put New York State far in advance, instead of far behind, other states of the Union in the generation of electrical power and the subsequent increase of manufacturing industries.

After reviewing the work of the commission from its inception, the division of the state into four parts and the appointment of two commissioners to each division, the report says:

Work Only Preliminary.

"It is clearly evident that within the short time available and with the meager appropriation furnished the commission, no exhaustive or comprehensive study of flood conditions could be accomplished, and the commission, therefore, has confined itself to the very necessary preliminary work of collecting general information concerning the distribution and extent of floods throughout the state; to the ascertainment of the general character and extent of the injuries suffered thereby; and to the determination of the general type and character of remedial measures available.

"It was expected, as has been realized, that the preliminary investigations of the first year would show to the commission just what problems existed and what further special investigations and surveys were needed before actually undertaking the work of flood prevention or stream improvement in the various portions of the state."

The breadth and importance of this subject of regulating the flow of streams, says the commission, cannot be appreciated without considering its manifold relations and effects, including not only the causes and effect of floods, but as affecting the public health and promoting navigation, together with the development of power.

To Regulate Streams.

Two methods for the regulation of streams is given; the first is by enlarging or regulating their channels, to provide sufficient waterway for the flood flow, and, second, by storing the flood waters of streams in reservoirs to be used when needed to regulate their flow. The characteristics of the watershed of each particular stream requiring flood regulation must determine which of these two methods should be employed for its improvement. Continuing, the report states, that some streams in the state do not afford available sites for water storage, but that the divisional reports show that most of the important streams can be regulated by storing their flood waters by reservoirs on the streams themselves or upon their tributaries at moderate cost. This storage presents great and manifold advantages over channel improvement, because the maximum flow under the system of water storage is retained and regulates it while channel improvement does not diminish the irregularity of its flow.

Benefits of Regulation.

In addition to the prevention of freshets, the report says the benefits arising from river regulation by storage may be considered under the four heads of relation to public health, to navigation, to the reclaiming of marshes and the development of power. It improves sanitary conditions by affording a pure municipal water supply to many cities and villages, by preventing malarial conditions from decaying vegetation resulting from the overflow of streams, by permitting the full operation of city and village sewer systems now annually interfered with by freshets, by greatly increasing the low water flow of streams carrying sewage, and by doing away with the privation, exposure and hardship so conducive to disease in flooded districts during freshets.

Closely allied to the matter of floods is the extensive area of swamp lands inundated regularly each year. These aggregate not less than 200,000 acres and include some of the most fertile and productive lands in the state when properly drained and cultivated, and could, the report claims, be reclaimed under a comprehensive system.

Herald Jan 26 1905

COUNCIL POSTPONES ACTION ON CURB FLOODS

Herald Jan 28 1905.

Tanner and William Ward Vie With Each Other in Favoring the Poor Man -- "Chamber of Commerce Don't Represent Nobody" Declared Ward--Council Postponed Action for Two Weeks.

NEXT to the council discussion on the smallpox situation created by the grand jury criticism of the council, the resolution from the Waterworks Committee, recommending a reduction of water rates to large consumers, gave the greatest opportunity for gallery plays. As in the smallpox discussion, given elsewhere, Aldermen Tanner and William Ward again shone.

Both were mainly urged by friendly feelings for the small cottage owners, who, they insisted, were more entitled to consideration than the large consumers of water. Alderman Ward emphasized his arguments by citing the fact that when he paid a flat rate for water it cost him $18, but since a meter was put in he paid only $5 a year for all the water he used on his premises.

The trouble started over the resolution presented by Alderman Zollweger, chairman of the Waterworks Committee, who, by direction of the committee, offered a resolution to the effect that it was the sense of the council that a reduction of water rates should be made to large consumers, and calling the attention of Commissioner McClintock and the board of estimate to the subject.

This resolution was inocuous enough, but it was sufficient to incite Alderman William Ward. He objected to its adoption, saying the only large consumers to be benefited by the reduction would be the New York Central Railroad and a few breweries. He thought the small cottage owners were now paying more than their share of the water rents, and were entitled to any reduction that might be made.

Alderman Tanner insisted that before he would support the resolution, the cut must apply to the poor man as well as to the rich man.

Alderman Zollweger explained that the resolution applied to all consumers using over $105 worth of water annually, and then only to the surplus above that amount. He insisted that the reduction should be made for the benefit of manufacturers, who were obliged to pay much higher than the average in forty cities, while the domestic consumers were already paying less than the average of private consumers in forty cities.

Alderman Kelly said the water rates for manufacturers were higher than almost any city in the country, but it had been impossible heretofore to make any reductions, as the system was not self supporting. Now by the refunding of $3,000,000 water bonds, the city could, if so desired, place the manufacturers on an equality with other cities. It was not expected that as liberal inducements could be offered as were offered in Buffalo, but he thought some reduction should be made.

At this juncture President Edgerton handed to the clerk a letter he had received from the secretary of the Chamber of Commerce, asking a hearing for the representatives of that organization before the question was disposed of by the council.

Alderman Zollweger moved, in view of the request, that action be deferred for two weeks and the members of the Chamber of Commerce be invited to attend the meeting and make their argument.

Alderman William Ward did not conceal the fact that he had slight regard for the Chamber of Commerce, which, Alderman Zollweger said, represented the business interests of Rochester.

"They don't represent nobody," said Alderman Ward emphatically. "There is altogether too much of the Chamber of Commerce." He insisted that the "great big world" outside the Chamber of Commerce also be invited to attend the next council meeting and express its opinion.

Alderman Tanner insisted, too, that an invitation be extended to the poor men as well as to the Chamber of Commerce. President Edgerton on declaring the motion to postpone action two weeks carried, remarked dryly: "An invitation is extended to everybody, including the Chamber of Commerce, to attend the next council meeting."

But even this did not satisfy Ward and Tanner, as they claimed the resolution would reduce water rents to large factories in the outskirts of the city that were "now dodging out of the city to avoid taxes." So Alderman Zollweger accepted an amendment to his original resolution to exclude from the proposed reduction the consumers who were located outside the city limits, and the discussion finally ended.

Feed Water for Canals.

Water storage on many rivers would furnish the additional feed water required for improved canals and the carrying out of the entire storage system, which has been covered by the eastern sub-committee's report, would greatly promote the navigation of the upper tidal section of the Hudson, not only by increasing its minimum depth of a foot, but by doing away with flood currents, which, by carrying great quantities of sand and sediment, continually form bars involving costly dredging operations in this part of the river and rendering the docks and slips always accessible.

In its summary the reports sets out the following facts:

"When we consider that the flood flow most of our largest streams is from 50 to 100 times the minimum flow, and that the difference between flood and low waterflow in many of their tributaries is much greater, and that the greatest monthly flow is from 20 to 50 times the least monthly flow, the necessity for their regulation for the development of power becomes apparent."

Water Powers of the Genesee.

Examples in proof of the above statement are made by a comparison of the flows in the Genesee, Black River and the Hudson. It is stated that the Genesee had a watershed of about 24,000 square miles with a maximum flow of 40,000 cubic feet and a minimum flow of less than 200 cubic feet a second. The water powers developed on this stream are rated at 23,000 horse power, and are supplemented by steam plants. If rated on the water power alone only 6,000 horse power would be developed. If the Genesee were regulated by water storage, as planned by Mr. Rafter, it is stated that 57,000 reliable continuous horse power would be developed.

A comparison of the flows in the Black River where 76,000 horse power, supplemented by steam plants, is developed is given and it is asserted that if the Black River were controlled by storage, it would render 126,000 horse power.

Possibilities of the Hudson.

In regard to the Hudson River above Troy, the report says:

"This river affords a more striking illustration of the value of water storage for power development by reason of the higher elevation of its watershed. It has a watershed of about 4,500 square miles, a maximum flow of 80,000 cubic feet and a minimum flow of less than 1,500 cubic feet per second. The water power now developed on this part of its watershed is rated at 10,000 horse power. These developments require the maintenance of steam and if rated upon their reliable hydraulic efficiency would not exceed 35,000 horse power. If we assume the conservative estimate of an ave age efficiency of the regulated flow from this watershed to be secured by the system of storage outlined in the eastern divisional report 200,000 horse power, or an increase of 225,000 reliable horse power would be secured. The additional power thus derived every year from storage would represent on the Genesee the efficient power that can be derived from 450,000 tons of coal, on the Black River from 800,000 tons of coal and at least 2,000,000 tons on the Hudson. These examples, the report states, represent only a fraction of the possibilities in this direction."

Channel Regulation Necessary.

The report continues: "In view of the fact that our agricultural resources are pretty fully developed and that the recent growth of the state has been largely dependant, and that its future progress and prosperity must largely depend upon the growth of manufacturing industries, the success of which requires cheap power, and that cheap electrical transmission genders the development of power by storage available far from its source, we believe that this method of river regulation has become a public utility of the first order, and the fact that every improvement of this kind tends to improve sanitary conditions and to mitigate floods and in many instances to improve navigation, increases its importance and urgency. There are some streams, however, where devastation by floods can only be prevented by channel regulation and this method should be included in the general river regulation system."

"New York State is far behind its sister states in the development of manufacturing industries by utilizing water power, and these state confer by Mill acts the right of eminent domain under certain regulations to individuals and corporations for this purpose."

State Supervision Recommended.

The report states that the intelligent application of the principle of river regulation, whether by storage of flood flow or by channel improvement, has become of too broad a significance to be intrusted to the initiative of individuals, localities or corporations. It says, "The time has, therefore, arrived in this state when the continued denudation of forests has intensified freshet conditions, when electrical progress has rendered power in small units economically available long distances from sources of generation by water power and when the sanitary requirements of increasing urban population, the demand for draining marshes and the increased development of internal water communication render Mill acts, in use in other of the states, inadequate and demand that we take an advanced position in this matter of river regulation."

"We believe that state supervision and control is the only safe method of intelligently initiating, constructing and maintaining an adequate system of river improvement in this state.

Legislation Suggested.

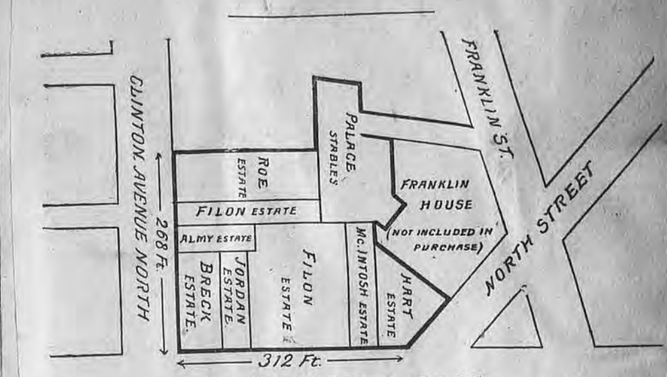
The suggestion as to what the measure for legislation should contain are as follows:

Inauguration and execution of the system in the hands of a permanent commission, entire cost of the execution and maintenance of each of the various separate works to be borne by beneficiaries; initiative of the work of improvement by publication by the commission of notice of intention, or by petition; the power to prepare necessary maps, plans, specifications, estimates and to execute the work with stringent regulations and safeguards for its execution; acquisition of necessary property rights by condemnation proceedings; power to assess the aggregate cost of each improvement upon all beneficiaries in proportion to the benefits accruing to each; the issuance of bonds as in all important public improvements, provided for sinking fund and interest charges and the cost of maintenance in determining yearly taxable assessments.

Report concludes as follows: "We are firmly convinced that the prompt inauguration of such a policy by the Legislature would more profoundly influence the progress and prosperity of the commonwealth than any public enterprise to which its intention can be directed."

Herald Jan 26, 1905 THE ROCHESTER

MAP OF LAND BOUGHT FOR NEW STORE BY SIBLEY, LINDSAY AND CURR COMPANY



THE map of the property bought last week by Sibley, Lindsay & Curr lying between Clinton Avenue North and North Street, fronting on Main Street shows more plainly than can be told in words the importance of the big real estate deal and gives an intimation of the influence which the erection of an immense drygoods store at this point will have on business in that vicinity.

It is expected the entire plot will be devoted to a drygoods store to be occupied by the firm of Sibley, Lindsay & Curr, the building to be at least five stories in height. There is a frontage of 312 feet on Main Street and 268 on Clinton Avenue, the tract covering two acres of ground. There will be front entrances on the three streets with a rear entrance on Franklin Street.

All of this property has been bought with the exception of the block owned by the Filon estate on Main Street. This is tied up by reason of infant heirs, but a long term lease has been obtained from the executors, so there will be no delay in building on account of the title. Several deeds were filed Saturday in the County Clerk's office and other deeds are ready for filing this week.

There are so many unexpired leases that it will be impossible to start the new building this year, but it is planned to begin work early next year as possible, when most of the leases will be wiped out. The Empire Theater is located in the southwest corner of the site, in the space labeled on the map as the "Breck estate" and Manager Jacobs must secure a new theater for his use within the next twelve months.

Sometime in the year 1904 the dry goods firm will remove from the present store to the new block. The firm owns the part of the store, known as the Granite building that it is now occupying, but the eastern half of the present store is owned by the George C. Buell estate. It is probable after the removal that the partition wall will be built between the two part of the store and each will be rented separately. The portion of three floors in the Granite building now used by the firm for dry goods will be transformed into offices.

Within the last year there has been a notable and gratifying tendency shown to extend the inner business section of Rochester in both directions. The construction of a magnificent new store in this site will naturally have a tendency to extend trade to the eastward, but the building up of Smith's Arcade with fine office and banking structures, together with the construction of the National Theater, even farther to the eastward will have a tendency to hold the eastward movement in check and in fact relieve the pressure in the old business center of the down town section by extending the limits in both directions.

Rochester has for many years been a "one street" city and the desirable business sites have been kept within very narrow limits. This expansion will be a good thing for the entire city while it is owned by the George C. Buell estate. It is probable after the removal that the partition wall will be built between the two part of the store and each will be rented separately. The portion of three floors in the Granite building now used by the firm for dry goods will be transformed into offices.

The first business to come before the meeting was the report of the treasurer, R. E. Chase, for last year, which showed the finances of the Chamber to be in a good condition following a prosperous year. The membership was also shown to be larger than at any former time.

At the conclusion of the reading of the report Mr. Chase was re-elected treasurer for another term, and a vote of thanks was tendered him for the good work done since his first election to that office.

A communication was read from the Rochester Merchants' Exchange, on the subject of trade relations with Canada. Accompanying the communication was a set of resolutions adopted by the Buffalo Exchange asking that the Joint High Commission between this country and Canada, which held a number of sessions several years ago in the effort to secure better trade relations with Canada, but which was dissolved without accomplishing much, be renewed for the same purpose. The communication from the Buffalo Exchange asked that similar resolutions be passed by the Rochester Chamber of Commerce. This request was complied with.

A communication was also read from a merchant located on the line of the Rome, Watertown & Ogdensburg Railroad, west of here, concerning the passenger and freight rates on that railroad. The communication stated, and the Chamber believes, that there is discrimination against this city by the railroad named, in the matter of rates and accommodation for freight and passenger travel. It is held by the Rochester merchants that the rates to this city from towns situated nearly half way between Buffalo and Rochester are greatly in favor of Buffalo. As an instance of the discrimination against this city it is stated that passenger tickets can be secured from towns along the Rome, Watertown & Ogdensburg to Buffalo good for thirty days while from the same towns tickets to Rochester are good for but two days. It was voted by the Chamber to take steps toward bettering the rates to Rochester.

Secretary Ives was authorized by the trustees to write Congressman Perkins and ask what steps should be taken to secure proper recognition to the members of the Charlotte life saving crew for their bravery in rescuing the crew of the John R. Noyes last December while the boat was adrift on Lake Ontario. The sentiment is general that the members of the crew are entitled to medals for their bravery, especially as the rescue was performed after the season for navigation on Lake Ontario had closed. Secretary Ives will write Congressman Perkins and ask him to communicate with the head of the life saving board and find out whether it is the intention to give medals to the men.

The question of attendance at the dinner of the Society of the Genesee, to be held in New York at the W ldorf-Astoria on Saturday, February 7th, was brought up. It was decided not to take any action as a body, but as many members as possible will attend the dinner. The interest of the members was somewhat dampened when it was learned that Dr. David Jayne Hill would not be able to be present at the dinner as he will sail to-day for Europe to assume his duties as minister to Switzerland.

The remaining two hours of the meeting were taken up by a discussion of the water question. The members were divided in their views as to whether the rates for water should be reduced for big manufacturers, and the whole question of admitting the new water company to the city was gone over. At the conclusion of the discussion a motion was passed giving the president power to appoint a committee to represent the Chamber of Commerce at the next meeting of the Common Council.

President Dunn did not appoint the committee yesterday, but it is probable that he will do so soon. The committee will be a large one, and it is understood that it will argue for a reduction of rates to large users of city water.

The regular monthly meeting of the chamber for February will be held next Monday night. There will be two addresses of particular importance to Rochester at that time. Edgerton R. Williams will give an address on "The Proposed Georgian Bay Canal and Its Influence on Rochester," and Campbell Shaw, secretary of the Lower Lakes Reciprocity League, will talk on "Reciprocity With Canada." Mr. Williams's talk will be illustrated by a map drawn by City Engineer Fisher showing the proposed route of the canal.

The following new members were elected: H. H. Pryor, deputy city comptroller; Charles F. White, Rochester Drug Company; George W. Allen, No. 393 Oxford street; F. R. Leuenchor, manager and lessee of the National Theater; H. S. Searle, real estate; Myers Advertising Agency, No. 880 Powers building; Charles Clarke, Commercial Correspondence School, No. 127-135 Church street; Spader & Perkins, brokers; C. M. Thoms, real estate, No. 131 Powers block; William Barlow & Company, insurance, No. 10 State street; J. George Raebler, No. 887 University avenue; Sampson Q. Mingle, real estate; A. B. Warren, manager George R. Fuller Company; Gilles Lithograph and Printing Company, No. 42-48 Stone street; John W. Vickery, architect, No. 900 Chamber of Commerce building.

COMMITTEE WILL MEET ALDERMEN

Dec 31 1903

TO DISCUSS REDUCTION OF WATER RATES.

BOARD OF TRUSTEES MEET

Busy Session of Governing Body of Chamber of Commerce—Will Ask for Better Rates for Rochester From R., W. & O. Company.

A regular meeting of the Board of Trustees of the Chamber of Commerce was held yesterday afternoon. There was a good attendance of trustees and before the meeting was over a number of matters of considerable importance were brought up. It was decided to send a committee to the next meeting of the Common Council to advocate a reduction of the water rates to large manufacturers. Action will also be taken by the Chamber toward securing more advantageous rates on the Rome, Watertown & Ogdensburg Railroad for passenger and freight traffic into Rochester. Discussion of the water question took up the greater part of the time and the new water company said the rates for water were fixed over in all their phases. The new president of the chamber, T. B. Dunn, presided.

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NEW PLANT MAY COME
Model Gas Engine Company Is Looking for a Site Near Here.

The Model Gas Engine Company, whi now has a plant in a small Indiana town, looking for a larger site, where it may ha about 50,000 square feet of floor space give employment to 125 men. It has in vi sites in two nearby cities, which have fered the company a bonus of $10,000 locate.

Secretary Ives, of the Chamber of Co merce, has written the company a letter s ting forth the advantages of Rochester a in an answer he received yesterday the co pany offered to come, provided it were giv the use of a building. There will be no correspondence and the company may co here.

CURB FLOODS

Report of State Water Storage Commission.

PLAN IS FEASIBLE

Two Methods Suggested for Prevention of Freshets.

STORAGE POSSIBILITIES VAST

Benefits Would Consist of Improved Sanitary Conditions, the Development of Tremendous Water Power and the Reclaiming of Lands—Possibilities of Power Development.

By Special Wire to The Herald.

Albany, Jan. 25.—Of unusual interest, by virtue of dealing with a question never before considered by the state, is the report of the State Water Storage Commission, which will be presented to the Legislature to-morrow. The commission was appointed by Governor Odell after the adjournment of the Legislature under authority of a bill which proposed the investigation of floods and called for an answer by the commission, after surveys and investigations had been made, as to whether floods throughout the state, which cause $3,000,000 loss annually, could be abated and how.

The commission named consisted of Olin H. Landreth, professor of engineering at Union University; former State Engineer Jonathan Sweet of Albany, George W. Rafter, a prominent engineer of Rochester; John L. King of Syracuse, George R. Finch of Glens Falls, and the Attorney General, the State Engineer, the Superintendent of Public Works and the State Commissioner of Forest, Fish and Game.

Since its appointment the commission has carefully investigated every flooded district in the state, has mapped by water courses the entire state, and has appointed local committees and received reports from them in every district of the state which has been subjected to floods.

The query upon the part of the Legislature as to whether freshets can be prevented and what should be done to prevent freshets is, to sum up the report entire, answered as follows:

Freshets Can Be Prevented.

Freshets not only can be prevented throughout the state by the straightening of river channels and the storage of water at the headwaters of streams, but through such storage progression upon the part of the state is assured toward these results: Improvement of public health, improvement of navigation through uniform flow of rivers, the reclaiming of marshes, the furnishing of additional water for canals, affording pure municipal water supply to cities and villages, and finally the development of hundreds of thousands of horse power by the generation of electricity, which will put New York State far in advance, instead of far behind, other states of the Union in the generation of electrical power and the subsequent increase of manufacturing industries.

After reviewing the work of the commission from its inception, the division of the state into four parts and the appointment of two commissioners to each division, the report says:

Work Only Preliminary.

"It is clearly evident that within the short time available and with the meager appropriation furnished the commission, no exhaustive or comprehensive study of flood conditions could be accomplished, and the commission, therefore, has confined itself to the very necessary preliminary work of collecting general information concerning the distribution and extent of floods throughout the state; to the ascertainment of the general character and extent of the injuries suffered thereby, and to the determination of the general type and character of remedial measures available.

"It was expected, as has been realized, that the preliminary investigations of the first year would show to the commission just what problems required and what further special investigations and surveys were needed before actually undertaking the work of flood prevention or stream improvement in the various portions of the state."

The breadth and importance of this subject of regulating the flow of streams, says the commission, cannot be appreciated without considering its manifold relations and effects. Including not only the cause and effect of floods, but as affecting the public health and promoting navigation, together with the development of power.

To Regulate Streams.

Two methods for the regulation of streams is given; the first is by enlarging or regulating their channels, to provide sufficient waterway for the flood flow, and, second, by storing the flood waters of streams in reservoirs to be used when needed to regulate their flow. The characteristics of the watershed of each particular stream requiring flood regulation must determine which of these two methods should be employed for its improvement. Continuing, the report states, that some streams in the state do not afford available sites for water storage, but that the divisional reports show that most of the important streams can be regulated by storing their flood waters by reservoirs on the streams themselves or upon their tributaries at moderate cost. This storage presents great and manifold advantages over channel improvement, because the maximum flow under the system of water storage is retained and regulates it while channel improvement does not diminish the irregularity of its flow.

Benefits of Regulation.

In addition to the prevention of freshets, the report says the benefits arising from river regulation by storage may be considered under the four heads of relation to public health, to navigation, to the reclaiming of marshes and the development of power. It improves sanitary conditions by affording a pure municipal water supply to many cities and villages, by preventing malarial conditions from decaying vegetation resulting from the overflow of streams, by permitting the full operation of city and village sewer systems now annually interfered with by freshets, by greatly increasing the low water flow of streams carrying sewage, and by doing away with the privation, exposure and hardship so conducive to disease in flooded districts during freshets.

Closely allied to the matter of floods is the extensive area of swamp lands inundated regularly each year. These aggregate not less than 200,000 acres and include some of the most fertile and productive lands in the state when properly drained and cultivated, and could, the report claims, be reclaimed under a comprehensive system.

...DOLLER...

...28 1908.

...With Each Other in Favoring the ...of Commerce Don't Represent ...Ward--Council Postponed Two Weeks.

Alderman Kelly said the water rates for manufacturers were higher than almost any city in the country, but it had been impossible heretofore to make any reductions, as the system was not self supporting. Now by the refunding of $3,000,000 water bonds, the city could, if so desired, place the manufacturers on an equality with other cities. It was not expected that as liberal inducements could be offered as were offered in Buffalo, but he thought some reduction should be made.

At this juncture President Edgerton handed to the clerk a letter he had received from the secretary of the Chamber of Commerce, asking a hearing for the representatives of that organization before the question was disposed of by the council.

Alderman Zellweger moved, in view of the request, that action be deferred for two weeks and the members of the Chamber of Commerce be invited to attend the meeting and make their argument.

Alderman William Ward did not conceal the fact that he had slight regard for the Chamber of Commerce, which, Alderman Zellweger said, represented the business interests of Rochester.

"They don't represent nobody," said Alderman Ward emphatically. "There is altogether too much of the Chamber of Commerce." He insisted that the "great big world" outside the Chamber of Commerce also be invited to attend the next council meeting and express its opinion.

Alderman Tanner insisted, too, that an invitation be extended to the poor men as well as to the Chamber of Commerce. President Edgerton on declaring the motion to postpone action two weeks carried, remarked drily: "An invitation is extended to everybody, including the Chamber of Commerce, to attend the next council meeting."

But even this did not satisfy Ward and Tanner, as they claimed the resolution would reduce water rents to large factories in the outskirts of the city that were "now dodging out of the city to avoid taxes." So Alderman Zellweger accepted an amendment to his original resolution to exclude from the proposed reduction the consumers who were located outside the city limits, and the discussion finally ended.

Alderman Tanner insisted that before he would support the resolution, the cut must apply to the poor man as well as to the rich man.

Alderman Zellweger explained that the resolution applied to all consumers using over $105 worth of water annually, and then only to the surplus above that amount. He insisted that the reduction should be made for the benefit of manufacturers, who were obliged to pay much higher than the average in forty cities, while the domestic consumers were already paying less than the average of private consumers in forty cities.

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Feed Water for Canals.

Water storage on many rivers would furnish the additional feed water required for improved canals and the carrying out of the entire storage system, which has been covered by the eastern sub-committee's report, would greatly promote the navigation of the upper tidal section of the Hudson, not only by increasing its minimum depth over a foot, but by doing away with flood currents, which, by carrying great quantities of sand and sediment, continually form bars involving costly dredging operations in this part of the river and rendering the docks and slips always accessible.

In its summary the reports sets out the following fact:

"When we consider that the flood flow ...ost of our largest streams is from 50 ...0 times the mine flow, and that the difference between flood and low water flow in many of their tributaries is much greater, and that the greatest monthly flow is from 20 to 50 times the least monthly flow, the necessity for their regulation for the development of power becomes apparent."

Water Powers of the Genesee.

Examples in proof of the above statement are made by a comparison of the flows in the Genesee, Black River and the Hudson. It is stated that the Genesee had a watershed of about 24,000 square miles with a maximum flow of 40,000 cubic feet and a minimum flow of less than 300 cubic feet a second. The water powers developed on this stream are rated at 23,000 horse power, and are supplemented by steam plants. If rated on the water power alone only 8,000 horse power would be developed. If the Genesee were regulated by water storage, as planned by Mr. Rafter, it is stated that 57,000 reliable continuous horse power would be developed.

A comparison of the flows in the Black River where 76,000 horse power, supplemented by steam plants, is developed is given and it is asserted that if the Black River were controlled by storage, it would render 120,000 horse power.

Possibilities of the Hudson.

In regard to the Hudson River above Troy, the report says:

"This river affords a more striking illustration of the value of water storage for power development by reason of the higher elevation of its watershed. It has a watershed of about 4,000 square miles, a maximum flow of about 60,000 cubic feet and a minimum flow of less than 1,500 cubic feet per second. The water power now developed on this part of its watershed is rated at 70,000 horse power. These developments require the assistance of steam and if rated upon their reliable hydraulic efficiency would not exceed 35,000 horse power. If we assume the conservative estimate of 30 per cent ...[illegible] ...flow from this ...watershed to be secured by the system of storage outlined in the eastern divisional report 260,000 horse power, or an increase of 225,000 reliable horse power would be secured. The additional power thus derived every year from storage would represent on the Genesee the efficient power that can be derived from 450,000 tons of coal, on the Black River from 800,000 tons of coal and at least 2,000,000 tons on the Hudson. These examples, the report states, represent only a fraction of the possibilities in this direction."

Channel Regulation Necessary.

The report continues: "In view of the fact that our agricultural resources are pretty fully developed and that the recent growth of the state has been largely dependant, and that its future progress and prosperity must largely depend upon the growth of manufacturing industries, the success of which requires cheap power, and that cheap electrical transmission genders the development of power by storage available far from its source, we believe that this method of river regulation has become a public utility of the first order, and the fact that every improvement of this kind tends to improve sanitary conditions and to mitigate floods and in many instances to improve navigation, increases its importance and urgency. There are some streams, however, where devastation by floods can only be prevented by channel regulation and this method should be included in the general river regulation system."

"New York State is far behind its sister states in the development of manufacturing industries by utilizing water power, and these state confer by Mill acts the right of eminent domain under certain regulations to individuals and corporations for this purpose."

State Supervision Recommended.

The report states that the intelligent application of the principle of river regulation, whether by storage of flood flow or by channel improvement, has become of too broad a significance to be intrusted to the ability of individuals, localities or corporations. It says, "The time has, therefore, arrived in this state when the continued denudation of forests has intensified freshet conditions, when electrical progress has rendered power in small units economically available long distances from sources of generation by water power and when the sanitary requirements of increasing urban population, the demand for draining marshes and the increased development of internal water communication render Mill acts, in use in other states, inadequate and demand that we take an advanced position in this matter of river regulation."

"We believe that state supervision and control is the only safe method of intelligently initiating, constructing and maintaining an adequate system of river improvement in this state.

Legislation Suggested.

The suggestion as to what the measures for legislation should contain are as follows:

Inauguration and execution of the system in the hands of a permanent commission; entire cost of the execution and maintenance of each of the various separate works to be borne by beneficiaries; initiative of the work of improvement by publication by the commission of notice of intention, or by petition; the power to prepare necessary maps, plans, specifications, estimates and to execute the work with stringent regulations and safeguards for its execution; acquisition of necessary property rights by condemnation proceedings; power to assess the aggregate cost of each improvement upon all beneficiaries in proportion to the benefits accruing to each; the issuance of bonds as in all important public improvements, provided for sinking fund and interest charges and the cost of maintenance in determining yearly taxable assessments.

Report concludes as follows: "We are firmly convinced that the prompt inauguration of such a policy by the Legislature would more profoundly influence the progress and prosperity of the commonwealth than any public enterprise to which its intention can be directed."

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TO DISCUSS REDUCTION OF WATER RATES.

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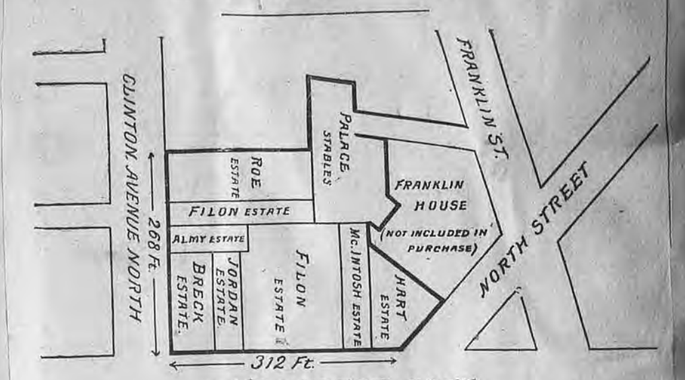
Herald Jan 26, 1902 THE ROCHESTER

MAP OF LAND BOUGHT FOR NEW STORE BY SIBLEY, LINDSAY AND CURR COMPANY



THE map of the property bought last week by Sibley, Lindsay & Curr lying between Clinton Avenue North and North Street, fronting on Main Street shows more plainly than can be told in words the importance of the big real estate deal and gives an intimation of the influence which the erection of an immense drygoods store at this point will have on business in that vicinity.

It is expected the entire plot will be devoted to a drygoods store to be occupied by the firm of Sibley, Lindsay & Curr, the building to be at least five stories in height. There is a frontage of 312 feet on Main Street and 268 on Clinton Avenue, the tract covering two acres of ground. There will be front entrances on the three streets with a rear entrance on Franklin Street.

All of this property has been bought with the exception of the block owned by the Filon estate on Main Street. This is tied up by reason of infant heirs, but a long term lease has been obtained from the executors, so there will be no delay in building on account of the title. Several deeds were filed Saturday in the County Clerk's office and other deeds are ready for filing this week.

There are so many unexpired leases that it will be impossible to start the new building this year, but it is planned to begin work early next year as possible, when most of the leases will be wiped out. The Empire Theater is located in the southwest corner of the site, in the space labeled on the map as the "Breck estate" and Manager Jacobs must secure a new theater for his use within the next twelve months.

Sometime in the year 1904 the dry goods firm will remove from the present store to the new block. The firm owns the part of the store, known as the Granite building that it is now occupying, but the eastern half of the present store is owned by the George C. Buell estate. It is probable after the removal that the partition wall will be built between the two part of the store and each will be rented separately. The portion of three floors in the Granite building now used by the firm for dry goods will be transformed into offices.

Within the last year there has been a notable and gratifying tendency shown to extend the inner business section of Rochester in both directions. The construction of a magnificent new store in this site will naturally have a tendency to extend trade to the eastward, but the building up of Smith's Arcade with fine office and banking structures, together with the construction of the National Theater, even farther to the westward will have a tendency to hold the eastward movement in check and in fact relieve the pressure in the old business center of the down town section by extending the limits in both directions.

Rochester has for many years been a "one street" city and the desirable business sites have been kept within very narrow limits. This expansion will be a good thing for the entire city while it gives a real estate boom that is healthy and progressive. As the result of constructing these new buildings there will be a large number of tenants forced to seek other locations, thus creating a demand for stores and offices in locations along Main and adjoining streets.

The first business to come before the meeting was the report of the treasurer, B. E. Chase, for last year, which showed the finances of the Chamber to be in a good condition following a prosperous year. The membership was also shown to be larger than for some time.

At the conclusion of the reading of the report Mr. Chase was re-elected treasurer for another term, and a vote of thanks was tendered him for the good work done since his first election to that office.

A communication was read from the Buffalo Manufacturers' Exchange, on the subject of trade relations with Canada. Accompanying the communication was a set of resolutions adopted by the Buffalo Exchange asking that the Joint High Commission between this country and Canada, which held a number of sessions several years ago in the effort to secure better trade relations with Canada, but which was dissolved without accomplishing much, be renewed for the same purpose. The communication from the Buffalo Exchange asked that similar resolutions be passed by the Rochester Chamber of Commerce. This request was complied with.

A communication was read from a merchant located on the line of the Rome, Watertown & Ogdensburg Railroad, west of here, concerning the passenger and freight rates on that railroad. The communication stated, and the Chamber believes, that there is discrimination against this city by the railroad named, in the matter of rates and accommodation for freight and passenger travel. It is held by the Rochester merchants that the rates to this city from towns situated nearly half way between Buffalo and Rochester are greatly in favor of Buffalo. As an instance of the discrimination against this city it is stated that passenger tickets can be secured from towns along the Rome, Watertown & Ogdensburg to Buffalo good for thirty days while from the same towns tickets to Rochester are good for but two days. It was voted by the Chamber to take steps toward bettering the rates to Rochester.

Secretary Ives was authorized by the trustees to write Congressman Perkins and ask what steps should be taken to secure proper recognition to the members of the Charlotte life saving crew for their bravery in rescuing the crew of the John R. Noyes last December while the boat was adrift on Lake Ontario. The sentiment is general that the members of the crew are entitled to medals for their bravery, especially as the rescue was performed after the season for navigation on Lake Ontario had closed. Secretary Ives will write Congressman Perkins and ask him to communicate with the head of the life saving board and find out whether it is the intention to give medals to the men.

The question of attendance at the dinner of the Society of the Genesee, to be held in New York at the Waldorf-Astoria on Saturday, February 7th, was brought up. It was decided not to take any action as a body, but as many members as possible will attend the dinner. The interest of the members was somewhat dampened when it was learned that Dr. David Jayne Hill would not be able to be present at the dinner as he will sail to-day for Europe to assume his duties as minister to Switzerland.

The remaining two hours of the meeting were taken up by a discussion of the water question. The members were divided in their views as to whether the rates for water should be reduced for big manufacturers, and the whole question of abolishing the new water company to the city was gone over. At the conclusion of the discussion a motion was passed giving the president power to appoint a committee to represent the Chamber of Commerce at the next meeting of the Common Council.

President Dunn did not appoint the committee yesterday, but it is probable that he will do so soon. The committee will be a large one, and it is understood that it will argue for a reduction of rates to large users of city water.

The regular monthly meeting of the chamber for February will be held next Monday night. There will be two addresses of particular importance to Rochester at that time. Edgerton R. Williams will give an address on "The Proposed Georgian Bay Canal and Its Influence on Rochester," and Campbell Shaw, secretary of the Lower Lakes Reciprocity League, will talk on "Reciprocity With Canada." Mr. Williams's talk will be illustrated by a map drawn by City Engineer Fisher showing the proposed route of the canal.

The following new members were elected: H. R. Pryor, deputy city comptroller; Charles F. White, Rochester Drug Company; George W. Allen, No. 393 Oxford street; F. R. Lenescher, manager and lessee of the National Theater; H. S. Searle, real estate; Myers Advertising Agency, No. 509 Powers building; Charles Clarke, Commercial Correspondence School, No. 127-135 Church street; Spader & Perkins, brokers; C. M. Thomas, real estate, No. 131 Powers block; William Barlow & Company, insurance, No. 16 State street; J. George Kaelber, No. 587 University avenue; Sampson Q. Mingle, real estate; A. B. Warren, manager George R. Fuller Company; Gillies Lithograph and Printing Company, No. 42-48 Stone street; John W. Vickery, architect, No. 905 Chamber of Commerce building.

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FORECAST—LIGHT SNOW AND COLDER TONIGHT AND SATURDAY.

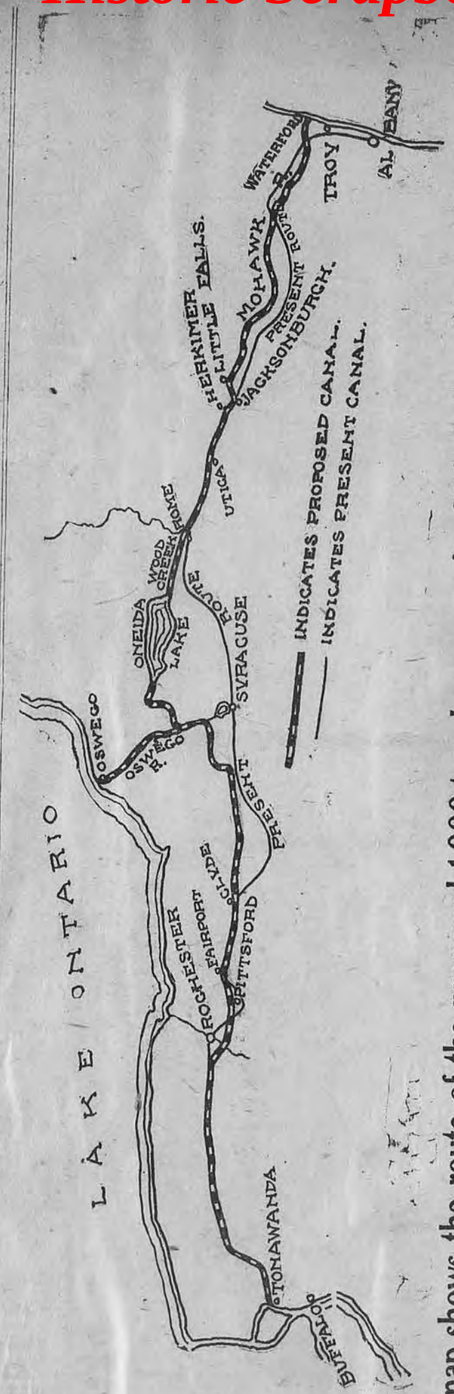
THE EVENING TIMES

LAST EDITION

CIRCULATION GUARANTEED TO BE LARGER THAN THAT OF ANY OTHER ROCHESTER EVENING PAPER.

SIXTEENTH YEAR. ROCHESTER, N. Y., FRIDAY, JANUARY 30, 1903. PRICE ONE CENT.

Have the Four O'Clock Edition of The Evening Times Delivered at Your Home. . . . . .



This map shows the route of the proposed 1,000-ton barge canal, which is the most important question up for consideration by the Legislature.

ROCHESTER
CHAMBER
OF
COMMERCE

The regular monthly meeting of the Corporation for February will be held in Assembly Hall, MONDAY, FEBRUARY SECOND, NINETEEN HUNDRED AND THREE AT EIGHT O'CLOCK, on which occasion there will be two addresses of particular importance to Rochester.

(OVER)

The first address will be by

EGERTON R. WILLIAMS, Esq.,

whose subject will be

"*The Proposed Georgian Bay Canal and its Influence Upon Rochester.*"

The second address will be by

MR. CAMPBELL SHAW,

Secretary of the Lower Lakes Reciprocity League.

and whose subject will be

"*Reciprocity with Canada.*"

There is no doubt but that Rochester is waking to its possibilities. Will you not by your presence aid in the forward movement? Let it no longer be said that as a citizen you are careless as to Rochester's immediate advancement.

Enclosed find two cards, which kindly fill out and give to friends not members of the Chamber.

After the address luncheon will be served by Teall.

JOHN M. IVES,
Secretary.

GUEST'S CARD.

Addresses by EGERTON R. WILLIAMS. ESQ., on "*The Proposed Georgian Bay Canal* AND ITS INFLUENCE UPON ROCHESTER" *and* CAMPBELL SHAW, ESQ., *on "Reciprocity with Canada."*

Rochester Chamber of Commerce, MONDAY EVENING FEB. 2, 1903, at 8 o'clock.

Mr. _____

Introduced by _____ *Member.*

Democrat & Chronicle
Feb. 3rd. 1903— ROCHES

ROCHESTER WOULD BE CITY OF A MILLION

And Charlotte One of Greatest Harbors in United States.

Edgerton R. Williams Pictures Possibilities That Would Result From Building Georgian Bay Canal. Campbell Shaw on Reciprocity With Canada—Interesting Meeting of Chamber of Commerce.

Two suggestive addresses, of more than usual interest to Rochester, were given at the monthly meeting of the Chamber of Commerce last night, by Egerton R. Williams, of this city, and Campbell Shaw, of Buffalo, secretary of the Lower Lakes Reciprocity League. The subject of Mr. Williams's address was "The Proposed Georgian Bay Canal and Its Influence Upon Rochester," and Mr. Shaw spoke on "Reciprocity with Canada." There was a large attendance at the meeting.

An Optimistic Address.

Mr. William's address, which pictured the commercial possibilities that would come to this city with the building of such a canal, was heard with deep interest. He said:

Gentlemen of the Chamber of Commerce:

In the last annual report of your secretary, Mr. Ives, he sounded in one sentence the key note for the progress of this city; he said, "Water storage and deep waterways are the keys to Rochester's future greatness."

The true sense of this is, not that Rochester will not continue to improve and gradually expand in any event but that the possibility of her becoming a great center of industry, a city of the first class, lies in the cutting of such waterways as shall place her in a position of trade advantage. I take it that we are all deeply interested in the future of Rochester, and in making that future as glorious as possible. I conceive it to be the duty of every citizen to do whatever lies in his power towards advancing the welfare of his city, and to share with his fellow citizens whatever plans may occur to him for enhancing its growth. It is with this idea solely that I have come before you this evening; to draw your attention to that which seems to me Rochester's one great opportunity for becoming a giant center of industry. For I have no personal interest or feeling in the matter to be discussed, beyond that measure of civic patriotism which we all possess.

The idea to which I wish to direct your attention has been inexplicably neglected on this side of Lake Ontario. Occasionally mention has been made of it, but never, so far as I know, have its opportunities been brought to the attention of the people of Rochester. The idea, which has been much discussed on the Canadian side, is the cutting of a twenty-foot canal from Georgian bay to Toronto. Most of us are probably more familiar with the former scheme of cutting a canal from Georgian bay to the Ottawa river; the idea went abroad last year that this work was really to be accomplished. As I shall show you, however, it undoubtedly will never be done. The canal to Toronto is a possible one; many able men are now at work in prosecution of the idea; the opportunities which it would afford are well understood in Canada; but, extraordinary as it may seem, we, who would be benefited most of all by its effectuation, have lingered in dire ignorance of the wonderful results that it would produce upon the growth and industry of our city.

Growth of Lake Cities.

To properly show these results I must first speak of the development of the cities upon the southern and eastern shores of Lake Erie. We are aware that they have grown enormously in the last ten or fifteen years without generally stopping to think upon the causes of that growth. Why have Cleveland and Buffalo leaped so far ahead of us? Why has Toledo caught up to us in a decade? Why are Sandusky, Lorain, Ashtabula and Erie growing like mushrooms, and humming with an industry that is attracting the attention of the country?

The vast development of these ports comes from two sources. The one, the grain of the Northwest, and the second, the iron ore of the Northwest. As to grain, it has of course gone principally to the making of the Buffalo that we have to-day, and as much more to the making of Toledo. The endless fleet from Duluth and Superior wends its way through Lake Huron and the Detroit river to Toledo and Buffalo, where the grain is transshipped to the cars or canal boats. We do not need figures as to the tremendous receipts of Buffalo in wheat and flour in a single year. Her enormous elevators, necessitated by the transshipment and consequent

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...as to the iron ore, the great discoveries in comparatively recent years in the Lake Superior region have, as we all know, stupefied the steel trade. The ore of that region is of the very finest quality, and of almost limitless extent. In the Mesabi range it is computed by experts, there are at least five hundred million tons still in the ground. The Michipicoten mines to the north of Lake Superior contain an absolutely inexhaustible quantity of this ore. The shipments are now mainly from the Lake Superior ports of Duluth, Superior, Presque Isle, Escanaba, Ashland and Marquette, in 1900 the total ore production of the Mesabi range alone was 10,883,000 tons, and this production is rapidly increasing.

Over twenty-five million tons altogether went through the Sault Ste. Marie canal in that year. Of this, by far the greater portion, sixteen million tons, went to the Lake Erie ports. It was unloaded at the line of cliffs from Toledo to Erie, and transported thence by railroad to the great Pittsburg ore smelting district. The transhipment of this immense amount of ore at these ports calls not only for great docks and storage facilities, but also for a vast mass of unloading machinery. The employment given to labor is immense.

Importance of Conneaut.

An instance of the growth of these cities is that of Conneaut. In 1807 Andrew Carnegie went to this little port with its adequate harbor, broadened and deepened the harbor, built great docks, put in the largest iron ore and coal-handling machinery in the world, and constructed a railroad direct to the coal fields.

Upon the railroad his cars went south laden with the ore, and returned filled with coal. He established a furnace with Tom Stanley and Fort Dover, on the Canadian side, with huge ice-crushing winter-going vessels, which carried cars of coal and ores. From Conneaut he sent his first shipload of steel direct to England by way of the Welland canal and St. Lawrence river. The vessel delivered her cargo in safety, although while in transit on the Welland canal she was obliged to unload a part of it to decrease her draught, for that canal has but a depth of fourteen feet. Carnegie then bought 2,000 acres of land at Conneaut with a purpose which was significant of a great change in the steel trade—a change that was inevitable.

Up to this time the iron ore had gone all the way to the coal. It had to have the coal for blasting, and the coal did not come forward one mile to meet it. Coal is lighter to haul than iron ore, and would have gone to the shore of Lake Erie to meet it years ago had there not been such an immense investment of capital in steel mills in the Pittsburg district. But, it being cheaper to haul coal than iron ore, it was inevitable that sooner or later the steel mills should go to the Erie shore. Already in 1897 there was a huge mill at Lorain, and Carnegie intended on those 2,000 acres at Conneaut or near it to erect a steel tubing plant costing $12,000,000.

The advent of the steel trust interfered with that for the time being. Since then we have seen a great steel mill going up at Buffalo and the trust, with its resources far surpassing those of even Andrew Carnegie, will proceed slowly but surely to locate its manufacture upon the Erie shore. The trust has now a fleet of 112 ore-carrying vessels upon the lakes. These give another idea of the immense traffic carried to the cities between Toledo and Erie.

Effect on Rochester.

Look, then, at the gigantic change which would be wrought in this whole condition of affairs by the cutting of a twenty-foot canal from Georgian bay to Lake Ontario. The southern shore of Lake Ontario would at once be brought nearer the Northwest than the southern shore of Lake Erie. Rochester would be as near Sault Saint Marie as Toledo is, and nearer than all the ports east of Toledo, from Sandusky to Buffalo. The time of passage through the proposed canal would be not over twelve hours, and all vessels from Lake Superior would then reach Rochester in the same time that they now arrive at Detroit.

Thus the whole method of marketing the products of the great Northwest would be revolutionized. Not only would Rochester and the Ontario shore be nearer the iron ore and grain of the Northwest, but they would also be very much nearer New York city and the seaboard. See what this would mean. The grain of Duluth and Superior, instead of being shipped to Buffalo, would be shipped to Rochester just as fast as elevators could be put up to accommodate it. It would pass the Georgian bay canal in bond, and therefore would not stop at Toronto.

It would not go to Oswego, for Oswego harbor has only a twelve-foot depth, with a rock bottom which cannot be dredged deeper. It would not go to Ogdensburg, because Ogdensburg is practically no nearer New York and Boston by rail than we are. Rochester, therefore, would be the inevitable harbor of entry—not Charlotte alone but Irondequoit bay.

Irondequoit bay is the finest harbor on the whole of the Great Lakes. Its depth of water is ample, and it requires but dredging from its mouth of the sand and silt, which neglect has allowed to accumulate. In the light of such possibilities as this, how extraordinary is the proposal which we recently heard, to narrow the entrance to Charlotte harbor; not only must we fight for the keeping of that entrance clear, but we should strive for greater appropriations from the national government for deepening it. When the Georgian bay canal is dug, Charlotte and Irondequoit will be two of the most important harbors in the whole United States.

The locks which at present take vessels around the dangerous rapids of the St. Lawrence have a depth of but fourteen feet. With the building of this canal their deepening to twenty feet would be inevitable; it would doubtless be concomitant. So we would not receive here all of the grain which now is shipped to Buffalo and Toledo, because some of this would in the summer time go directly abroad. The most of it, however, would be transshipped to the railroads at Charlotte and Irondequoit, or milled in the city of Rochester. From that milled here, there would undoubtedly arise a great export flour trade. From the mills upon the lake shore, Rochester flour would be directly shipped to England and Continental Europe.

Barge Canal Not Needed.

With these possibilities, how utterly futile is the digging of a barge canal from Lake Erie to the Hudson. What use would there be for it? When the first spadeful of earth is dug on the Georgian Bay canal, the fate of any canal through the interior of New York state will be sealed. The whole state should bear this in mind in considering that question.

But the results of this Georgian Bay canal upon the steel trade would be far more surprising. The Ontario shore would receive the iron ore instead of the Erie shore, for we are about as near to the Pennsylvania coal fields as Lorain or Conneaut, and the finished steel product made here would be far nearer the markets in the East.

Upon the shore at Charlotte and about Irondequoit harbor would inevitably spring up the greatest group of steel mills in the United States. The ore could be brought there for less time than to Conneaut or Buffalo. The coal would reach there just as cheaply. The finished product for New York and New England would be two hundred miles nearer its destination, and, most wonderful of all, the finished product for the whole outside world would then eventually reach it in summer time by direct shipment through the St. Lawrence.

That which Carnegie tried, and which he found would not pay on account of the shallowness of the Welland canal, would be easy for us. It is simple to imagine the vast saving in freightage which would be effected. The steel trust, instead of railroading its finished product from the Pittsburg and Lake Erie district to New York, and there transshipping, would load directly from the mill into the ocean carrier at Charlotte. We are going to provide the steel for the world; it is already our greatest export except grain, and this saving in railroading upon all steel and steel products exported would be great enough to make it worth the while of the country to get the Georgian Bay canal built.

...Rochester as a Metropolis.

Rochester would be one of the greatest cities in the United States. It would include not only Charlotte but also the whole western shore of Irondequoit bay. Its manufacturing space would be filled with the homes of a hundred thousand new workers. The supplanting of Buffalo and the Erie shore in the reception of the iron ore and grain of the Northwest, and the turning of it into finished products, is the warranty, I think, of such a picture. It is the guarantee of Rochester's being a city of a million inhabitants, just as Buffalo will be, unless we cut her out in this way.

But from the results of this canal, let us look eagerly, as we all should, at the probabilities of its being dug. It has never been much considered in this country, through the mere fact of our failure to realize the results. The Canadians have not looked at it with eyes as to our future, but nevertheless they have much considered it with reference to the future of Toronto, Montreal and Quebec. They are going to connect Georgian bay with the sea, in one way or another, in order to cheaply market their Michipicoten iron and the grain of their great Northwest. It was thought, last year, that they had decided to dig from the bay to the Ottawa river, but I learn now, after considerable correspondence with authorities in Canada, that they have discovered that the whole route from Lake Nipissing to the Ottawa river is a solid surface rock, which would require such interminable and expensive blasting as to be out of the question. It will not be dug.

This leaves only the Toronto canal to be considered: The route of this has been surveyed, and runs from the bay to Lake Simcoe, then from the southern shore of Lake Simcoe upon a single long stretch at the same level to the King Ridges, twenty-five miles north of Toronto, and from these ridges locking down to the shore of the lake. There is no difficulty about this route except as to these last twenty-five miles, during which the descent is 470 feet. This will necessitate either a large number of locks or else two or three ship lifts. The experienced engineer who is now prosecuting the idea of the canal, and whose plans seems to have been approved by all authorities, claims that the descent from Lake King Ridges will be by two portages of a ship railway, each one but in length, upon a similar system to that which has been in use for seventy years upon the Morris canal in New Jersey.

However, the canal can be built with locks, and undoubtedly will be, if left to the advocates of it is built with locks, the total cost will probably be very sixty million dollars. If it is built with portages, the cost will be half of that, and it might be in operation in a very few years. And we must remember that if it is built, the Canadians are bound by a general treaty with the United States to give our citizens the same rate of toll as their own, which removes any possibility of discrimination.

Georgian Bay Canal.

The present status of the Georgian Bay canal is as follows: A company has been formed in Canada, whose membership contains a number of important names, such as the Mayor of Duluth and ex-Mayor Howland of Toronto, the president of the Canadian Deep Waterways Commission. They are putting through the Ontario Legislature the grant of a franchise for the canal. There is no doubt whatever of this franchise being granted, as the Dominion governments encourage all such work. At the same time, they are raising sufficient money by stock subscription to carefully complete their survey. Not much money will be required for this, probably $25,000 will be sufficient. As soon as the complete survey is finished they will probably bond the canal for a sufficient amount to cut through. It is thought they will not to be more than a year or eighteen months before the actual digging is commenced.

What can we, the citizens of Rochester, do in aid of this undertaking, which is of such transcendant importance to our city?

We can first of all do what is in our power to prevent the wasting of $80,000,000 by the people of the state of New York upon the proposed barge canal. Waste is not a strong enough word. It will be utterly throwing away. The cutting of the Georgian Bay canal, which is bound to come, will absolutely, inevitably deflect the commerce of the Great Lakes to Lake Ontario. Nothing can prevent commerce from seeking the shortest route. The barge canal, if dug from Buffalo to the Hudson, will hardly have a ton of commerce from the day the Georgian bay canal is opened.

A ship canal, in the opinion of experts, the opinion of some experts, would fare very little better, because so much time would be taken by a ship in the circuitous route through Lake Huron and Lake Erie and in the long, slow passage through a hundred locks between Lake Erie and the Hudson, that it might be cheaper for freight to go quickly and directly through the Georgian Bay canal to Rochester, and transship there to the railroads for New York. It is no use to talk of building a canal from Oswego on account of the inadequate depth of its harbor, which cannot be deepened, and which will not admit entry of the present sized ships of Lake Superior.

Secondly, I will say that if anyone is sufficiently interested as to become desirous of acquiring a personal interest in the matter, I am in possession of the names and addresses of the engineer and manager of the company, which I will communicate to anyone desiring them.

Thirdly. There is one thing at least which all can do. Spread the knowledge of this undertaking, and of the remarkable results which its completion will produce upon the growth and future of Rochester. The spread of this knowledge will attract to the undertaking the aid and services of those who will be most benefited by it.

Reciprocity, Not Annexation.

An abstract of Mr. Shaw's address, which suggested free trade relations with Canada and declared annexation as being out of the question, was well received. He said in part:

Canada is now our third best customer, and would become our best customer by giving her fairer trade treatment. Our tariff against her tariff exports is nearly prohibitive. Canada's tariff against our exports averages twelve and a fraction per cent., and half of our exports goes in on the free list. In the past two or three years our capital and enterprise have overflowed into Canada so largely, and this has appreciated the value of that market to such a degree that we are now justified in making liberal trade concessions in order to hold our control of that market.

The concession required of us is that of free trade in natural products, and we are assured that nothing less will be of material benefit to Canada. It is understood that in return Canada would withdraw the preferential tariff of 33⅓ per cent. on British goods and would give us equal favors with all [illegible] nations in trade relations. This would [illegible] a greater advantage to us than to any other country, for we would be much more convenient to the Canadian market than would any other country.

If we do not concede free trade in natural products, and arrange a reciprocity treaty, we are guaranteed an advance in the Canadian tariff that will take place as at the fullest disadvantage in that market.

Five years ago our people would have given a serious thought to free trade in natural products. Today every state situated conveniently for interchange of trade with Canada is declaring in favor of the freest possible trade with our northern neighbor. It is becoming understood that free trade in natural products would mean cheapening of prices in the country, but would mean a partnership between our country and Canada in supplying food products to the world.

Equality in prices of products would be established, for American buyers would create more active competition in Canada by buying for export. The immediate effect of reciprocity would be to add [illegible]

...tion, there can be no further argument about the necessity of conducting the water-borne commerce between the Great Lakes and European ports in Canada, there are quite a few who declare for annexation. They are learning, however, that annexation is impracticable. There are several barriers to annexation. The greatest barrier is the anti-desire of the Canadians, now that their country is so progressing that it promises to be one of the Atlantic coasts in other herrize is the non-desire of our politicians, who realize that the Canadian vote would go solid and would control the government.

Another barrier is the non-desire of Great Britain to give up her fortified naval stations at Halifax and Esquimault. Canada's first change is likely to be to a form of a republic, for she is peopled and is being peopled with a class that is among the best nation building in the world. The Americanization of Canada has well set in and will be thorough, and when thorough there will be a Republic of Canada, a nation too powerful to be attacked, a nation too American to fall out with our country.

Our first duty to our country and to our northern neighbors is to establish fairer trade relations between the two countries. We can do this through a reciprocity treaty, and we can get a treaty through the Joint High Commission, which adjourned some five years ago. Because a reciprocity treaty is now a possibility, and because a show of organized strength is required for securing the reconvening of the Joint High Commission, our government being expected to take the initiative in inviting the reconvening of the commission, a league of reciprocity leagues has been stretched across the northern tier of states to organize the people for an appeal to our government to reopen negotiations for a treaty with Canada. These leagues are now campaigning very successfully in the New England states, the lower lake states, Michigan, the Middle states and the Northwest states. All these leaders are in affiliation with the local Reciprocity League. The Lower Lakes' Reciprocity League solicits the aspirations of reciprocity clubs in the campaign in the lower lakes' district.

There was a short discussion of the question of reciprocity at the close of Mr. Shaw's address. Luncheon was then served by Teall.

The Canal Excitement.

The New York "Journal of Commerce" says: "Perhaps the most dangerous kind of opposition which the advocates of the barge canal project have to face is that which takes the form of advocating the construction by the Federal government of a ship canal from the lakes to the Hudson, with its prism and its locks adapted to the navigation of ocean-going vessels." This statement is true, and the source of strength in the ship canal project is very simple. It aims at the best waterway, not a makeshift; it promises free navigation, not heavy charges for breaking bulk at the terminal points; it proposes a national work for national interests, not a state work, designed to help special interests in two cities, at the expense of the general good.

The Buffalo papers are less discreet than the "Journal of Commerce." They call the ship canal project a conspiracy; but as a matter of fact the barge canal project is more in the nature of a conspiracy. It is a narrow scheme urged for the benefit of classes and localities, and pushed forward on false pretenses. It has not the approval of great commercial bodies in other states or public opinion outside of New York; and even here it is distinctly a local measure, whereas the ship canal scheme has been urged by the national organizations representing the interests of agricultural and commerce, and the Federal government has spent $500,000 in making surveys of different routes.

One grows weary of discussing the feeble and shifty arguments for a barge canal; and even a paper of the reputation of the "Journal of Commerce" can find nothing new to urge in its behalf. It says: "Major Symons, whose competency to decide on such a question will hardly be disputed, has put the argument against the ship canal in this way: Commerce on the ocean is carried on in vessels drawing from twenty to thirty-two feet, and to utilize these vessels in the manner described would require a canal and lake and inter-lake channels thirty to thirty-five feet in depth. A canal of this depth from New York city to Lake Erie, by any practicable route, would cost probably not less than $300,000,000. If ocean ships could get into the upper lakes their troubles would not be over; for there are no harbors on the lakes suitable for their accommodation, and the channels between the lakes are not of sufficient depth to permit them to pass. To deepen these channels to thirty feet or more would require years of time and the expenditure of vast sums of money." No doubt Mayor Symons is an able engineer; but here in Rochester there is no disposition to take his word as final. We have just had a happy escape from his plan for spoiling the harbor of the Genesee! What value is there in his plea for shallow navigation? We must not have a deep canal, so it runs, because the lake harbors and lake channels are shallow. If that be so, then the sooner they are deepened the better. The Great Lakes are a series of inland seas with a surface of 100,000 square miles; their commerce is already immense, and in the near future, when the shores of all of them are as thickly inhabited as the southern shores of Lake Erie and Lake Michigan, it will be multiplied. Does any one with a grain of political or economic foresight in him suppose that such a commerce will be content or ought to be content with shallow harbors and channels? Is it the part of wisdom to assume that there should be no improvement elsewhere, because improvement is so much needed there?

The "Journal of Commerce," of course, serves up in new form the old opinion that cheap vessels make cheap freights. It says: "As everyone knows who has given the question careful study in this country, the cost of transportation by water depends largely upon the size of the vessel employed, the cost per ton of freight decreasing as the size of the vessel increases." This is true of ocean vessels, but it is not true of lake vessels. The cost per ton of carrying freight on the lakes is not affected by the size of the vessel. The cost per ton of carrying capacity, while the vessel built to navigate the lakes costs about $36 per net ton. On the other hand, the cost of a canal fleet, consisting of a steamer and three consorts with a total cargo capacity of 3,900 tons, would be $28,500, or $7.31 per ton." Once more The Post Express questions the authority. The Roosevelt committee was made up in such a way that it represented New York and Buffalo; and its action in favor of a barge canal was a foregone conclusion from the day its members were named. It did not seek a canal policy, but facts and arguments in favor of a canal. The scheme originated upon. Moreover, as State Engineer Bond says, in his report on the survey under the act of April 12, 1900, the estimates of the Roosevelt committee were made hurriedly and without sufficient data. The difference in cost of construction for sea, lake and canal going vessels may be correctly given but that is not the main factor in the transportation problem. It is the freight rate which determines in traffic. And where commerce is active the freight charge by water ways is least on the best vessels. It is lowest on the sea, next lowest on the Great Lakes, and highest on shallow canals. If the cost of the vehicle for traffic were to regulate traffic there would be no improvement in transportation. The ideal land transport would be an ox-cart and the ideal water transport a canoe.

It is well to remember, when considering this question as to vessels, that a ship canal will be open to any kind—the present bullhead boat, the barge, the steamship. The barge canal shuts out the best.

It is generally conceded that there is much uncertainty at present; and canal projects are multiply. The bargees have united on a measure carrying a bond issue of $82,000,000; the good roads men have considered an amendment adding $9,000,000; one senator has introduced a ship canal resolution; and another has proposed a constitutional amendment to repeal the provision against selling or leasing the canals of the state. Cool observers are doubtful as to the issue; but the advocates of the barge canal project representing, as they do special interests rather than the common good, are fierce in their determination to win, and may succeed. Private advantage is a much stronger incentive than any vague opinion as to the interests of the state or the nation.

MORE PAY FOR TEACHERS FAVORED

Resolutions Adopted by the Chamber of Commerce.

Unanimously Passed After Being Presented by D. B. Murphy and Seconded by Several Members.

Minimum Salary of $400 and Maximum of $700 Recommended for Grade Teachers.

Daily Democrat Feb 3 '03

The Chamber of Commerce, at its monthly meeting last night, by the adoption of a resolution presented by Daniel B. Murphy and unanimously adopted, placed itself on record as favoring an increase of pay for grade teachers in the schools. In presenting the resolution, Mr. Murphy spoke of the high qualifications now required of the teacher in the public schools; of the expense incurred in meeting the requirements of the demands made upon the teacher's time, energy and pocketbook in maintaining her professional standing; and of the impossibility of doing this at the present scale of wages.

In the resolution on the schedule of wages suggested is a minimum of $400 a year and a maximum of $700 a year. The present schedule is from $250 to $550. Several of the members seconded the resolution, and it was unanimously adopted. It is as follows:

"Whereas, The teachers of our schools have to go through a long course of preparatory study, and through two years of special training, in order to qualify themselves for appointment, and to spend time, money and effort afterwards in [illegible] and

national exposition; and

"Whereas, The general cost of living has increased in recent years, greater expenditures in dress are considered necessary to professional standing, contributions to special funds have to be made, and nevertheless the salaries of the grade teachers in the city have not advanced, but remain lower at the minimum and maximum points than in most other cities of the same class, though these teachers have been highly praised for efficiency in the recent reports of the superintendent of schools and the president of the Board of Education; and

"Whereas, It is the expressed desire of the school commissioners to grant as soon as possible the advance of salary for which these teachers ask, and that purpose may be strengthened by the favorable opinion of a body of representative business men and tax bearers, believing in economy in city affairs, yet holding that parsimony should be but applied to the payment of those who are the life of the schools; therefore

"Resolved, That in the opinion of the Chamber of Commerce of the city of Rochester, the petition of the grade teachers of the schools for a minimum salary of $400 a year, and a maximum of $700, should be conceded at once."

ROCHESTER'S POSSIBLE FUTURE.

Democrat & Chronicle Feb 4 1903

That was a very attractive picture of Rochester's possible future greatness painted by Egerton R. Williams of this city at the monthly meeting of the Chamber of Commerce on Monday night. Mr. Williams took the ground that, through the construction of a twenty-foot canal from Georgian bay to Toronto by way of Lake Simcoe, Rochester would become one of the greatest cities in the United States. It would include not only Charlotte but also the whole western shore of Irondequoit bay, which would become its chief harbor. "The intervening space," says Mr. Williams, "could be filled with the homes of a hundred thousand new workers. The supplanting of Buffalo and the Erie shore in the reception of the iron ore and grain of the Northwest, and the turning of it into finished products, is the warranty, I think, of such a picture. It is the guarantee of Rochester's being a city of a million inhabitants, just as Buffalo will be unless we cut her out of the way."

Before dismissing this as a Rochester pipe dream, we advise our Buffalo friends, who may begin to shake a little over the prophecy, to take down their atlas and look over the geographical situation. The suggested canal will cut across a comparatively narrow neck of land extending from Lake Simcoe to Toronto, and so cutting Detroit, Cleveland and Buffalo completely out of the swim of commerce from the great Northwest. Lake Erie, under such a rearrangement of water ways, would cease to be the principal highway of commerce from the upper lakes and become a sort of eddy in the great lake system of the continent.

For Rochester the outlook is brilliant, but one cannot avoid a feeling of pity for Buffalo, whose dreams of future greatness and supremacy would be so rudely shattered.

Of course, there may be some obstacles and delays in the fulfillment of this programme. The construction of the canal which is to work such wonders for Rochester must be a foreign enterprise, and the people of Ontario may conclude not to have any canal at all or to build one in some other direction. The $80,000,000 barge canal for this state may be authorized, and that will have its bearings on the other scheme. These and other discouragements may be encountered. Nevertheless, Rochester can now see how and where it has the potentiality and promise of vast wealth and importance in the future, and no lack of zeal on the part of the Chamber of Commerce should be shown in affording the proposed Georgian bay enterprise every encouragement possible.

WOULD WRECK PARTY IN STATE

John I. Platt's Opinion of Barge Canal Legislation.

SAYS PLANK IN REPUBLICAN PLATFORM IS MISREPRESENTED.

Believes That If Voters Had Understood It as Favoring Canal Improvement Odell Would Have Been Defeated — Governor's Pledge.

Democrat & Chronicle Feb 4 1903

From a Staff Correspondent.

Albany, Feb. 3.—"If you pass this legislation in this order, in this shape, you will wreck the republican party. You will make of it the battered and bruised thing the democratic party is today, and God knows we don't want that."

These were the emphatic words of John I. Platt, of Poughkeepsie, in the course of an impassioned speech in opposition to the 1,000-ton barge canal ...schools to the joint committees of the senate and assembly, yesterday afternoon.

Mr. Platt, for many years, has been opposed to any further expenditure of money on the canals of the state, and has never hesitated to voice his opposition in season and out of season.

Yesterday he confined himself mainly to the political aspect of the 1,000-ton barge canal. He made several sweeping assertions as to the canal plank and its intended results, adopted at the Saratoga convention last year, and, indirectly placed Governor Odell in a peculiar light.

Plank Misrepresented.

According to Mr. Platt's version, the canal plank adopted by the republicans at Saratoga did not commit the republican party to the 1,000-ton-barge canal. In fact, it specifically declared that no canal improvement would or should be instituted until the state constitution was amended so that the expense could be met by indirect taxation.

Mr. Platt declared that he was a member of the platform committee at the Saratoga convention, that he assisted in drafting the canal plank and that when it was put in the shape in which it was adopted by the convention, Senator Laughlin, of Buffalo, the arch-champion of the canals, complained bitterly.

Mr. Laughlin's Complaints.

Mr. Platt asserts that Mr. Laughlin exclaimed, "That means that no canal enlargement proposition can be voted upon by the people until the fall of 1904." He was assured that that was exactly what we intended the plank should convey to the general public. The canal men understood the matter thoroughly. They understood that the first thing the republican state convention approved was the passage by the legislature of 1903, of the constitutional amendment adopted by the legislature of 1903, removing the provision that the state's funded debt, interest and principal must be met by direct taxation. After that had been approved by the people then the way would be open for discussion and agreement upon a plan of canal enlargement.

"Just as soon as the campaign opened," went on Mr. Platt, "certain pro-canal papers and campaign orators, carefully concealing the real meaning of the canal plank, began to assert that the republican party was pledged to the 1,000-ton barge canal.

Odell Would Have Been Defeated.

"I resented and repudiated such assertions. Had they been believed Governor Odell would not have been re-elected because the great canal counties gave a heavy vote against the republican ticket.

"Hence I say most emphatically, that if you go before the people next fall with this $82,000,000 proposition you will repudiate the pledges made to the people of the state to abolish the direct state tax, because in this bill you have pledged that the funds to meet the bonds to be issued will be raised by direct taxes. Under the constitution you had to do this. You cannot change the bonds once issued because that would invalidate the contract the state makes with the purchasers of the bonds. In order to make the bonds valid you have to insert the direct taxation clause in this bill.

Will Not Oppose Amendment.

"Pass your constitutional amendment next fall. We will not oppose it. On the contrary we will support it, heartily. After that is done we'll lock horns squarely on the canal enlargement proposition."

Chairman Davis: "Could we not pass the constitutional amendment at a special election and then go before the people at the general election with the barge canal proposition?"

Mr. Platt: "Certainly, if you hold a special session of the legislature if the amendment is sanctioned by the people and pass your canal bill, that's the only way it can be done, legally."

Senator Hawkins (democrat): "Is it not a fact that the new leader, the real leader of the republican party in New York state declared for a 1,000-ton barge canal?"

Governor's Position.

Mr. Platt: "I believe that Governor Odell favors a barge canal after the constitutional amendment is passed so that it can be built without direct state tax. Governor Odell will probably sign this bill if it reaches him. But I do not believe he will repudiate the pledges made in the republican platform."

Senator Hawkins persisted with his questions about Governor Odell until Mr. Platt blurted out:

"I have the governor's personal pledge that he will not put this bill through this year."

He afterward qualified this by saying: undoubtedly be adopted without lengthy debate.

In the house the Littlefield anti-trust bill has the right of way for the latter part of this week. It contains two features—publicity and prohibition of rebates. It is expected that the Elkins bill against rebates will be substituted for the Littlefield measure, so that the question will not have to go back to the senate.

The publicity feature will have already been provided for in the department of commerce bill, so there will be nothing left of the Littlefield measure as introduced.

So far as the effect of this legislation is concerned, it is believed that it will be mainly felt by the railroads. The adoption of the Elkins anti-rebate bill means the beginning of an extensive rate-cutting war in which perhaps the public will get most of the benefit.

Large shippers are sure to use the railroads which offer the cheapest rates, regardless of [illegible]

...ese new set by paying rebates, the ...ers will get the cut rates. This ...ay create much confusion in railroad business and will probably call for ...ew agreements and combinations. ...eir books of which have nothing on ...nothing to fear from the publicity fea...ures of the anti-trust programme.

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FORECAST—RAIN TONIGHT AND WEDNESDAY.

THE EVENING TIMES

LAST EDITION

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SIX CANAL IMPROVEMENT PROPOSITIONS.

No less than six propositions are now before the Legislature for the Disposition of the state canal problem. They are:

I. The Brestwick bill, which will be the subject of a hearing before the joint Canals Committee of the two houses in the Senate chamber tomorrow afternoon. This bill provides for the submission to the people at the next general election of a proposition to bond the state for a sum not exceeding $82,000,000, for the enlargement into a 12-foot barge canal of the Erie, Oswego and Champlain canals, with changes in the course of the Erie so as to avoid the Montezuma marshes, etc., and to follow the course of the Seneca River to New York.

II. Senator Lewis' plan providing for a continuance by the United States government of surveys for a ship canal between Lake Erie and the Hudson.

III. Senator Amsler's proposition the amendment of the State ution so that the canals can be leased to the United States gov- ernment, not yet fully formulated, to issue bonds for $125,000,000, the whole to be expended under the general head of internal improvement at the discretion of the State Engineer and Surveyor, but with the understanding that $82,000,000 is to go to the canal enlargement, $25,000,000 to water storage, and $25,000,000 for half of the expense of road improvement, the canals to the company or corporation which is building the Georgian Bay Canal, in Canada, so that they may come directly down through the Champlain Canal and thence by the Hudson River to New York.

IV. A proposition to lease the canals to the company or corporation which will build a six-track railroad, to be leased by the state to the corporation bidding the lowest freight rate.

V. To fill the canal and use it as the Commissioner McClintock's letter to the Mayor, giving the reason of his opposition to a reduction of water rates, deserves some attention. Any communication upon this subject coming from the officer vested with the initial power to grant such a reduction is interesting, and this statement of objections possesses some additional interest because of some remarks contained in it which are rather irrelevant to the question under discussion, but which are nevertheless of value as bearing upon the subject of necessary economy in the use of water.

The first contention of the Commissioner, that a uniform water rate for large and small consumers should be continued, on the same principle that establishes a uniform rate of taxation, might be dismissed without very serious attention. We will consider it briefly, however. In supplying water for domestic or business consumption, the city assumes a function quite distinct from those which are necessarily contemplated in its incorporation and whose benefits are distributed approximately in proportion to the property bearing the burden of their expense. In selling water the city simply undertakes to furnish its citizens with a commodity which they would otherwise be compelled to purchase from some other source or to obtain it from their own premises. The only excuse that the city has for engaging in the water business, is that it can supply the customers on better terms than they could obtain from private individuals or corporations. When it fails to do this, its excuse for usurping the functions of private business disappears. Private water companies, like private gas and electric companies, find that the cost of supply decreases inversely in proportion to the volume of consumption. The same is true of nearly all manufacturing and commercial enterprises. The rates to large consumers of all commodities are consequently reduced in conformity with a simple rule of trade. The city ought not to assume the relation of the seller to the buyer unless it is prepared to do so on terms at least as favorable to the buyer as existed before.

It is evident that the city is not giving to its water customers the same advantages that the cost of the supply would enable a private company to give them and still reap handsome profits on its business. This is true of both the small and the large consumers of water, though the disadvantage of being compelled to purchase water of the city is more burdensome to the latter. The consequence of this condition is, as we have observed before, that manufacturers whose investment of additional capital within its limits the city has every material reason for desiring, shun Rochester because of the high rates for a wholesale supply of water in comparison with the terms offered by other cities.

The contention of Mr. McClintock that an increased consumption of water is undesirable, even for the purpose of making manufacturing in Rochester unprofitable, because it will lead very soon to an exhaustion of the present supply and to the necessity for the construction of additional plants, is simply an argument against any further increase of Rochester's population, wealth and commercial and industrial importance. We do not anticipate that many persons beside the Commissioner would be willing that Rochester's possible industrial development should be halted to save the expense of building a supplementary water plant.

The observations upon the poor economy of a system of supply which makes unmetered consumption the rule instead of the exception, are sound and timely. The sale of water without measure is an invitation to waste and should be discontinued as rapidly and as generally as practicable. If necessary the rates for the unlimited consumption of water should be raised, to furnish sufficient incentive for the purchase of water by meter.

Water Rates.

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Argument for a Federal Canal

The Times Feb 4 1903

Editor Evening Times:

In publishing Syracuse Herald canvass I am surprised you did not note its worthlessness as an exposition. It may indicate replies but not the situation. It gives for a federal deep waterway or ship canal only The Union in Rochester, and yet your paper has been for it. I like, and have for a decade, all matter published in the state on public highways (roads and waterways) and the editorials for a federal canal and a deep waterway and papers stalwart champions thereof are both The Leader and Republican of my native city of Binghamton, the Troy Press, the Watertown Times, the New York Sun has also come out for the same, the Newburg News is strong for federal co-operation and other papers are the Oswego Palladium and Times, Ogdensburg Journal, Rochester Post-Express, Ithaca Journal, the New York American (Journal). Other papers are for this, but favor the barge way only because they think they can get nothing better, are such papers as the Brooklyn Citizen, New York Herald and World, and the Syracuse Herald itself. This is by no means a careful or entire statement of the favorable press to a federal waterway, but it is enough to indicate munificiency of canvass and I could present many more by going over my clippings.

The Chairman of its committee reported and the Good Roads convention voted for a $50,000,000 bond issue, flat footed. I immediately indicated that though the same was all right as a theoretical maximum on figures of the State Engineer of what was before us as per my circular letter, "Taxation and Public Highways," Dec. 8, sent you, for extraordinary expenses for these for consideration in connection with that for canals, yet it should be clearly demonstrated that bonds would require no such immediate expenditure and the bonding scheme could be reduced to the state's half, or $25,000,000 for this, and that joint consideration, though beneficial to canal improvement, could not be considered so long as it was confined to barge way at sole expense of state of $82,000,000, but if the canal people would allow this as the state's contribution and would provide federal co-operation whereby the United States would build deep waterway around Niagara, deepen Hudson and co-operate in Oswego-Mohawk common route on deep waterway basis effecting canalization of the rivers on such and thereby flood disposal and water storage for power, we could unite on such omnibus bill settling the public highway question, including streams, on best basis, at no more expense to state than the $82,000,000 canal proposition and only $25,000,000 each for road and water storage and bring about a through deep waterway which would subserve national interests, commercial and naval, and subserve the state canal improvement interest at no more cost to state than bargeway and promote iron and steel industry and ship building all along the line, thus making Rochester and other places not only ports for Upper Lake traffic, but also seaports, if disposed, without suggesting a hold-up, it might be intimated that the canal proposition of the bargeway at $82,000,000 is inadequate and doomed to failure, but that the entire settlement of our transportation and water questions as outlined would unite urban and rural interests and could be freely and frankly presented so that it would enlist wholesale enthusiasm from all sections.

JOHN A. C. WRIGHT.

Feb. 3, 1903.

Mistaken Opposition.

Times Jan 31 03

There seems to be a strange and mistaken opposition on the part of some of the Aldermen to the proposition to reduce water rates to local manufacturers. Their opposition is so unreasonable and based on such flimsy grounds that their attitude leads to the suspicion that they are indulging in a bit of "gallery play." Alderman Ward patriclarly seemed to think at Tuesday evening's Council meeting, that there should be no reduction of rates unless the "poor man" as well as the rich man should participate in the benefit and that the move to reduce rates to manufacturers is to benefit the rich man.

The proposition to reduce water rates to all manufacturers who use over 100,000 cubic feet annually is based on business principles. The city of Rochester has done little or nothing in the past to stimulate industry here—and now that something tangible is proposed—the citizens find that some of the Aldermen are posing as obstructionists.

If something is not done, and done soon, to encourage manufacturing in Rochester our municipal progress will be so seriously retarded that the workingman, the mechanic, the artisan will find himself out of work. The surest method to develop additional employment for the poor of Rochester, whom Alderman Ward seems so anxious to help is to encourage manufacturing and there seems no better way just now than to offer them advantages in the way of water rates.

The city can afford to grant this reduction—that fact has been so thoroughly demonstrated that it requires no prolonged discussion. Our domestic users of water are paying less for the service than the same class of consumers in at least thirty other large cities of the United States—our manufacturers are paying more—considerably more. If our industrial progress can be stimulated by a reduction of water rates to manufacturers, and there seems to be no doubt as to this proposition, the plan, instead of operating against the "poor" man, for whom Alderman Ward is so solicitous, will work for his inestimable benefit.

The Evening Times is glad that Alderman Zellweger's resolution was not hastily acted upon. Action was postponed for two weeks in order to grant a hearing to all concerned, including the Chamber of Commerce and the "poor" friends of Alderman Ward. And we believe that those friends are more intelligently informed upon the subject than Alderman Ward and will, at the hearing, administer him a rebuke that is well deserved.

In this connection too drastic condemnation of Commissioner McClintock's opposition to a reduction of rates cannot be made. The Commissioner's contention that an increased consumption of water is undesirable, a result which he rightly believes will follow the proposed reduction of rates to manufacturers, can be well met by the claim that the installation of a meter system will check all notorious waste. His argument that increased consumption will necessitate the construction of additional water supply facilities is also true but the failure of the city of Rochester to encourage increased consumption under these conditions and to expend, when necessary, any reasonable sum to meet the demand would be a criminal blow at the city's increase in population, wealth and commercial and industrial importance. Does any Alderman or citizen seriously contemplate taking such a stand against the city's best interests?

MAY ADVOCATE METER SYSTEM

INSTEAD OF REDUCTION IN WATER RATES.

CHAMBER COMMITTEE MEETS

Rumored That It Will Suggest That Council Defer Reduction in Rates and That Entire Water Service of City be Metered.

Herald Feb 10 03

A long and animated discussion was held yesterday afternoon by the committee of fifteen appointed at the last meeting of the Chamber of Commerce to appear before the Common Council to-night and give the opinion of the members on the question of cheaper rates for water to manufacturers and large consumers. Action on a resolution granting lower rates to manufacturers was deferred at the last meeting of the council until the Chamber of Commerce could be heard.

When the committee was first appointed by President T. B. Dunn, of the chamber, it was understood that the chamber was in favor of lower water rates to large consumers, and general instructions along that line were given the committee. At the conclusion of the committee meeting yesterday, Secretary Ives refused to say anything about what action would be taken by the committee, but intimated that their sentiment had changed somewhat since the committee was first appointed.

It was learned from one of the members of the committee that a set of resolutions would be presented to the Council to-night, favoring a system of metering the water supply of every consumer, after which, if it was found that the supply was large enough, lower rates could be made to consumers who wanted large quantities. Whether this would include only manufacturers, or those also who used more than a stated amount of water, could not be learned.

A great deal of secrecy is maintained concerning the action of the Chamber, and even a list of the members of the committee could not be obtained. It is known however, that the committee includes among others, Hon. Henry C. Brewster, G. F. Roth, Colonel J. S. Graham, Craig Powers, W. N. Smith, Frank Brewster, J. S. Cutler, Rufus A. Sibley and H. B. Hathaway among its members.

The drafting of the resolutions was left to a sub-committee, composed of J. S. Cutler, chairman, Rufus A. Sibley and Hon. Henry C. Brewster, with Mr. Ives as secretary. After the meeting of the committee yesterday, this sub-committee was directed to draw up the resolutions in accordance with the ideas expressed at the meeting.

The plan of metering the water supply is one that was suggested by Commissioner McClintock. It was claimed by him that if all consumers used meters there would be a great saving in the amount of water used. This idea is carried even further in the resolutions of the Chamber of Commerce committee, when the suggestion is made that the lowering of rates to large consumers be deferred until it is found, after meters have been put into general use, whether it is practicable to do so.

It is not known whether the resolutions adopted by the Chamber of Commerce committee will be presented to the council by the members of the committee in person, or whether they will be sent to the clerk. The committee is to hold another meeting to-day at some unknown time and place.

Meter the Water.

The suggestion to the city officials from members of the Chamber of Commerce that immediate steps should be taken to meter the water, is one that might have been expected from intelligent and public-spirited business men.

Upon a careful investigation they find that the waste of water is likely to be more expensive than the use of water, and say that if a considerable saving is not promptly made "expensive additional works must soon be undertaken." The first step is to buy and set 20,000 additional meters, in order that we may have a sound, business-like conservation of the supply. When this has been brought about, a reduction in the rates to large consumers of water can be made with entire safety.

If we are to build up a manufacturing city here, we must offer inducements to manufacturers. Among other things, we must supply water at reasonable rates. If taxation is higher here than elsewhere, if power costs more, if water is more expensive, how can we expect manufacturing companies to prefer Rochester?

This matter is too important to be passed by lightly. There is, indeed, nothing more worthy of the closest attention of the city officials. Let us meter the water, stop the waste, and get into position to reduce rates; and let us do all this without the slightest unnecessary delay. Herald Feb 11 03.

MAY COME TO ROCHESTER.

Democrat & Feb 11 1903

Information Concerning City's Advantages Wanted by Shoe Firm.

There is a possibility that another shoe manufacturing concern may be added to the list of those already located in Rochester. Secretary Ives, of the Chamber of Commerce, has received a letter from a concern now located at Jefferson City, Missouri, asking what inducements can be offered by Rochester for the firm to move to this city.

The letter states that the company is now located within the prison walls of the state prison at Jefferson City, and that the work is done by prison labor. Certain proposed legislation, however, will soon make this illegal, and this, together with the growing dislike of prison-made goods, has influenced the company to endeavor to secure another location for its factory.

The company has a capitalization of $100,000; enough to carry on its business, and no financial assistance is asked for. At present there are 200 people in the employ of the company. It is the desire of the company to locate in some city where there can be a quick distribution of goods, and which has all the advantages for manufacturers, including good homes for employees. As all the goods of the company are now made by prison hands, it would probably mean that an entire new force would have to be secured, if the concern came to this city. The letter states that the business is well established, having been in existence six years.

Secretary Ives said yesterday that he would refer the letter to the Committee on the Promotion of Industries. He said that the Chamber of Commerce had at its disposal several tracts of land suitable for building purposes, one of which might be tendered the concern if the members thought favorably of the plan. Copies of the same letter received by Secretary Ives have been sent to other cities, and the company will decide, after hearing the several inducements offered, where it wants to go.

THE DEMAND FOR WATER METERS.

D. C. Feb 21 03.

Startled by the statement that over 40 per cent. of the city's supply of Hemlock water is going to waste, our citizens are beginning to give the subject the attention its importance deserves, and since public sentiment seems to be practically unanimous there is every probability that steps will be taken to adequately protect the most valuable of all the city's assets.

A short time ago the Chamber of Commerce recommended the adoption of the metering system, and yesterday a communication, signed by our leading business men and large property owners, was addressed to the Mayor, urging immediate action upon the same lines. The necessity for meters has become so obvious that it does not seem that there can be any argument in the matter, and the public will look confidently to Mayor Rodenbeck and his associates in the city government to devise the practical ways and means for measuring every gallon of water piped from Hemlock lake to Rochester.

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Why the Welland Canal Does Not Command Commerce.

The 1901 Express says: "Just ago the Canadians constructed the Welland canal with a depth of fourteen feet and yet it does not attract the commerce of the upper lakes to Port Colborne or Toronto or down the St. Lawrence to the sea. What reason then is there to suppose that another canal (the Georgian Bay channel) would help to pass a revolution in traffic?"

When the commerce of the Great Lakes reaches the foot of Lake Erie by the circuitous route it now compelled to take, shippers have two courses open to them, either to ship to the seaboard by the Erie Canal or the railroads or pass through the Welland Canal and thus by a somewhat perilous and certainly longer route to Montreal to the Atlantic. It is cheaper and more convenient to say nothing of being more expedient for the shippers to send the Erie Canal or the railroads. Hence the small amount of commerce that passes through the Welland Canal.

But, with the Georgian Bay Canal constructed and a co-operative federal policy again from Irondequoit Bay to the Hudson and thence to New York, there would be no danger but that commerce would seek the most direct route and, in seeking it, would bring about the very revolution in traffic the Erie Express bellows.

It is true that Canadian canal schemes do not command commerce because they all must at present seek the sea by way of the St. Lawrence. But the United States build the ship canal from Lake Erie to the Hudson or from Irondequoit Bay to Albany and shippers from points beyond Sault Ste. Marie would ignore the Huron-Detroit, River-Erie route and the Welland Canal-St. Lawrence route and would follow the direct route from the Straits to the Hudson.

And, supposing that such a waterway became a reality? What would Rochester's position be? Is it imprudent to imagine that the city would soon be the queen of lake commerce, would extend from the Pinnacles to the shores of Lake Ontario, would grow to be a city of at least two millions population with a proportionate increase of trade and wealth?

THE ROCHESTER HERALD, THURSDAY, FEBRUARY 19, 1903.

Coldest Day of Winter---Three Below Zero

Rochester Has Seen Many Colder Days Than Yesterday, But the Stiff Wind Added to the Bitterness of Temperature.

Yesterday was the coldest day Rochester has had since January 19, 1901, when the thermometer got down to 3 degrees below zero. Yesterday morning at 8 o'clock the thermometer stood at the same mark. During the middle of the day it ran up to 11 degrees above and at 8 o'clock last night it had dropped again until it was within one degree of the zero mark.

The sudden rise of temperature in the middle of the day was caused by the passage of a storm center north of this city on it way from the West to the Gulf of St. Lawrence. It was the warm breath of this storm that gave the people of the city temporary relief.

When it had passed it brought on trailing in its wake a 35 mile an hour breeze, which, accompanied by the drop of temperature toward the zero mark again, made the cold more bitter. At 7 o'clock last night the wind reached its highest velocity, but it howled fiercely all through the night, and made pedestrians who had to face it hold their hands over their ears and faces to avoid being quickly frost bitten. On February 18, 1896 the thermometer registered 6 degrees below zero. This is the coldest record for the day in this city. The highest temperature for the day is 57 degrees above zero, recorded in 1880. The average temperature for the day is 25 degrees above.

The coldest winter records for Rochester are as follows: December 21, 1871, 11 degrees below; January 30, 1873, 12 degrees below; February 9, 1885, 11 degrees below; January 26, 1884, 10 degrees below; January 19, 1901, 3 degrees below.

The coldest place on the weather map last night was at Winnepeg, where the thermometer registered 12 degrees below zero. At Huron it was 8 degrees below, at Sault St. Marie 6 degrees below, at Detroit, 2 degrees below. The cold wave extends over the entire country, killing frosts being reported in Jacksonville, Fla., and at New Orleans, La.

The temperature is easing up in the Northwest, and the forecast here for today is for warmer weather and light winds.

During the heighth of the storm last night a delivery wagon of the Rochester Laundry Company was tipped over by the wind at the corner of Main Street East and St. Paul Street.

The biting cold wind made it extremely uncomfortable for pedestrians and caused considerable suffering for horses.

Rochester's Coldest Days.

Jan. 30, 1873, 12 below zero
Dec. 21, 1871, 11 below zero
Feb. 9, 1885, 11 below zero
Jan. 26, 1884, 10 below zero
Feb. 18, 1880, 6 below zero
Jan. 19, 1901, 3 below zero
Feb. 18, 1903, 3 below zero

Significant Utterance by Mayor Roderick. HIS HONOR IS BITTER Criticism of Attitude of the Chamber of Commerce.

Commissioner of Public Works Council Also Assail Action of Chamber—Mayor Roderick Pins Faith to Lake Ontario Water by the Barrel.

"My position with regard to a reduction of water rates to large consumers," said Mayor Roderick this morning, "is that of the Rochester and Lake Ontario Water company to give a foothold in this city. If it is necessary to keep the company out in this way we will do it, even if we have to get a new commissioner of public works."

At the meeting of the Common Council last night on the water question when he made this significant statement and he qualified remark that he thought the legislation now pending for closing the city streets to the new company would keep the company out. "I cannot understand the position of the Chamber of Commerce at all in this matter of water rates," he continued. "I have on record in favor of reduction of the rates and I am willing to vote for them now. The committee from the Chamber of Commerce, which met with the Common Council last night, came to me in the chamber, on which they could not get the changed front last night, came to me in the cause of the new company. I told them to keep the company out of Rochester if we had to reduce our rates to manufacturers and I pointed out to them that the water supply and that a clear profit of $15,000 had been cleaned up by the department last year. The verted revenue of more than $85,000 from the city and would have been effectual in blocking the proposed competition on the matter, but it is curious to note how the Chamber of Commerce has faced about. I still say that the company will have a reduction in rates, the city will get that reduction. The policy of making a competing line of pipes is not criticism from consumers. I prefer it to the expenditure of $200,000 on the advice of the engineer."

Commissioner McClintock said this morning that he would consult with the Mayor relative to any line of action. So if there is a removal it will have to be forced. "The action of the Chamber was ill-considered and has given rise to

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THE EVENING TIMES. MONDAY EVENING FEBRUARY 16, 1903. 3

MAP SHOWING MR. KONDOLF'S PROPOSED PIPE LINE

HOLLEY SYSTEM

PROPOSED PIPE LINE



CAN THE CITY SUPPLY FACTORIES WITH LAKE WATER AT 2¢ PER THOUSAND GALLONS?

Times 2/16/03

(Continued from Page One.)

President of the Co-operative Foundry Company; A. B. Lamberton, ex-president of the Chamber of Commerce; Hiram H. Edgerton, the President of the Common Council and a well known contractor; Mr. Kondolf, his son, and Mayor Rodenbeck.

Mr. Kondolf presented the plan outlined above and accompanied his argument with a map showing the present Holley water system and the proposed pipe line to the lake. The present Holley mains are indicated in the map by the solid black markings, the lines necessary to connect the system with the proposed reservoir and pipe line by broken black lines. Attention was called to the fact that the Holley system has no less than 19.31 miles of pipe, an astonishing revelation to the majority of those present, together with 297 hydrants. From an engineering standpoint, Mr. Kondolf explained the necessity of different sizes of pipe as indicated in his estimate, and said that the total estimate of some $200,000 was made from accurate figures furnished him by one of the largest iron pipe factories in the United States.

Continuing his explanations, Mr. Kondolf said that he proposed to extend his intake pipe 2,000 feet into the lake. When asked if that would procure sufficiently pure water, he called attention to the argument of the private water company, and said furthermore that it must be understood that his plan contemplated furnishing water for manufacturing purposes alone and that he could guarantee it sufficiently pure by means of a filter which he proposed to erect in connection with the reservoir.

When asked as to the probable location of his pumping station at the lake, Mr. Kondolf referred to the map indicating a point near the Rome, Watertown & Ogdensburg Railroad, one and one-half miles from the lake on the farm of John McShea. The entire length of the pipe line from the north city line to the orifice of the intake pipe was estimated to be six and one-half miles.

Coming to the reservoir question, Mr. Brewster called attention to the fact that it was estimated that it would cost at least $500,000 to build a 60,000,000 gallon reservoir on Cobb's Hill, whereas Mr. Kondolf proposed to construct a 150,000,000 gallon reservoir for $150,000. Mr. Kondolf replied with the statement that the nature of Cobb's hill made necessary much costly work in the construction of a reservoir strong enough to withstand the pressure imposed upon it, while his 150,000,000 gallon reservoir would be merely a hole in the ground on land fifty feet higher than the Mill Street pumping station, forty acres in extent, and fourteen feet deep, with a filtering arrangement which has already met the unanimous approval of leading waterworks engineers in other cities. It was at this juncture that Mr. Kondolf said:

"My estimates are based on fact and experience. I am satisfied that the entire improvement can be made for less than a half million dollars and I am so thoroughly confident of this that I would be willing to give bonds to construct and turn over to the city of Rochester this plant, fully capable of delivering 3,000,000 gallons of water daily at a profit-producing price of 2 cents per thousand gallons, for the sum of $500,000."

Continuing, he said that he had investigated the situation at two breweries, the Bartholomay and Genesee, and had found that with the money paid by these two institutions to the city for water during the past three years the breweries could have moved and erected the pumps, that the breweries now use for pumping water from the river for cooling purposes, to the lake and lay pipes and pump a sufficient supply of water for all purposes, get it cheaper and by the saving, pay for the plant in three or four years. Mr. Kondolf substantiated this statement with the following table:

Water Rent for Three Years, 1900, 1901, 1902, for the Bartholomay and Genesee Breweries.

	Genesee.	Bartholomay.
1900	$2,300 47	$12,169 68
1901	2,576 94	12,411 94
1902	2,944 24	8,944 80
	$7,821 15	$33,525 82
Genesee, 3 years' water rent		$7,821 15
Bartholomay, 3 years' water rent		33,525 82
Expenses, three years, coal, etc., account river pump		13,500 00
		$56,846 97
COST TO OPERATE LAKE PLANT.		
Two engineers for one year		$1,500 00
Coal for one year		2,500 00
		$4,000 00
Interest on $41,000 at 5 per cent		2,050 00
		$6,050 00
Saving to breweries in one year by using lake plant		$50,796 97
Saving in three years		152,390 91

Returning to the pipe-line project, Mr. Kondolf said: "By adopting this plan and connecting our Holley system with it, as well as the Hemlock system (to provide against a water famine so that in case of the breaking of both Hemlock conduits, the city could fall back on the lake temporarily for its entire supply), I do not think it would be necessary for the city to operate its pumping stations more than three months in the year. Much could also be saved by having the coal delivered directly to the pumping plants by railroad. The new pumping plant at the reservoir would be at least fifty feet higher than the present Holley plant and could be operated to use one-third less coal.

"And such a system would replace dirty river water with Lake Ontario water for fire and manufacturing purposes. Charlotte might be furnished by the city from its big 150,000,000 gallon reservoir when the lake is rolly, to say nothing of the inducements of two-cent water to the railroads and big factories at Lincoln Park. And think of how two-cent water would attract manufacturers to the city! And this cheap water would be furnished by the city instead of a private company. There would be no danger of our manufactories getting into the hands of a monopoly.

"In connection with the Pfaudler and Pneumatic plants at Lincoln Park, which are using wells, I understand that the water they are getting is not very good for drinking or boiler purposes. By using lake water instead they would always have a supply at hand instead of pumping it and would save on boiler insurance and building insurance.

"The installation of this system would also give the city the Hemlock system on one side of the city and the lake system on the other in the case of fire, if both systems were connected in case of fire, we would have all the water pressure we need on both sides of the river." Commenting on reservoir sites, Mr. Kondolf said that he had three in mind, the first the western half of the Driving Park property, the second on the north side of Emerson Street and west of the railroads, and the third north of Augustine and south of Clay Streets extended. (City Engineer Fisher's survey shows that these points are about forty-two feet above the level of the aqueduct or the site of the present Holley station.)

The legal aspect of the situation was brought up several times, but the Mayor assured the gentlemen present that the city could condemn any land it needed for reservoir sites and that no railroad or private water company could interfere with the laying of the city's pipes to the lake.

Mr. Kondolf's exhaustive discussion of the plan made a deep impression on the gentlemen present. All were apparently in favor of the project, especially when the Mayor pointed out the availability of the Genesee Valley Railroad stock for securing the improvement. Mr. Kondolf left the matter frankly before the committee, saying that on his return from his vacation he would make a fuller and more public statement. In the meanwhile he invited the closest inspection and criticism of the plan by all concerned.

Mr. Kondolf's plan contains some startling revelations. It shows up the Rochester & Lake Ontario Water Company in an unenviable light, inasmuch as it coldly proposed to charge manufacturers seven cents per thousand gallons for water when, if Mr. Kondolf's estimates are correct, water can be furnished for less than two cents per thousand gallons.

It is furthermore argued that the installation of this plant for manufacturing purposes, leaving the Hemlock system for our unexcelled domestic supply, will obviate the necessity of any very extensive improvements to the Hemlock system in the near future. It will be seen, of course, that such a plant would forever banish the danger of water famine, something that no number of reservoirs attached to the Hemlock system alone could accomplish.

One of the main arguments advanced by friends of the plan, however, is that it is impracticable to secure water for manufacturing purposes from the lakes south of us as cheaply as is supplied in other cities.

This is undoubtedly true and it is equally true that Rochester must, within the next fifteen years, go to Lake Ontario for water for manufacturing purposes. If we can go for any such price as Mr. Kondolf indicates, there seems to be no reason why we should not go at once. And, if Rochester can sell water to its manufacturers at two cents per thousand gallons and make money thereby, isn't it better, by an investment of $500,000 which we already have, to make this money for the city than to permit some private company to make it and then later on sell its plant to the city at the original cost, plus its developed earning power? Here seems to be a chance for Rochester to make money! Will she do it?

MODEL OF ROCHESTER.

D.C. Sun 2/23/03

Plan to Make It Center of Power City's Exhibits at St. Louis World's Fair.

Already an enterprise is under foot relative to Rochester's exhibit at the World's Fair to be held in St. Louis next year. Fred Burgt, of Portland aveaue, has designed a miniature model of the Power City, and this is now on exhibition in the law office of Pomeroy P. Dickinson, in the Arcade building.

The model is typographical and includes the region between the range of hills to the south of the city and the lake on the north. The intention is to make a model which shall be sixteen feet square and which shall indicate the position of each building within the city limits. The small model at present indicates only the public buildings of city, county and state, together with the principal natural features. When completed a toposcope placed at one corner of the elevation will bring out the different details in full size.

It is the intention to endeavor to interest Rochester men in the matter. It is desired to make this model the center of all the exhibits which Rochester will make. The question will probably be brought to the attention of the Chamber of Commerce.

Water Supply of Cities.

Post Gaz 2/27/1903

The necessity of guarding the water supply of cities is brought forcibly to public attention by the dreadful calamity at Ithaca, and by the orders to "boil" the drinking water in various other cities. At Buffalo conditions are becoming perilous. "Buffalo must do something about her water supply or the water will do something to Buffalo," says the "News." The expansion of the city is destroying the possibility of depending much longer on the present equipment, and, continues the "News," "when any community is officially warned to boil water in order to use it with safety to health, it is criminal to delay providing for a supply of pure water, at whatever cost."

Here in Rochester there is no contamination of the water; it is of unsurpassed quality, but the quantity is not inexhaustible. Our problem is not to purify the water, but to prevent waste. We believe that the consumption of water is larger per capita in Rochester than in any other city. With the exception of two or three short periods during the past twenty years, no care has ever been taken to restrict the supply. Upon the payment of trifling charges, the people use all the water, and waste all the water, they like; there are no restrictions. This policy of unrestricted use has gone on till a great danger confronts us—the danger that we shall have to expend from two to three millions of dollars in the construction of new conduits. At present there is only one way to avert this expenditure, and that is by metering the water and charging for the amount that actually runs through the pipes of residences and business establishments. The purpose is not to decrease the necessary use of water but to stop the enormous waste.

It is difficult to see how our municipal authorities can hesitate in face of the danger that confronts us.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

An Argument for a Federal Deep Waterway

John A. C. Wright's Reply to the Bargeway Partisans—Would Best Serve Both Commercial and Naval Uses, He Says.

The New York Tribune prints the following letter from John A. C. Wright of this city:

"Sir—An editorial paragraph on Saturday says: 'If those who advocate Federal action on waterways were sincere, they would take up the deepening of the Hudson.' As one who has furthered the same (see brief in State Commerce Commission Report. The Troy Press, etc.) and therefore free from this reproach, permit me to say, as I have taken all matter on public highways (roads and canals), and am familiar with public and private opinion, that those who favor Federal action are more sincere than the partisans of the barge canal, or else they are better informed. This allusion to the deepening of the Hud-on has gone the rounds of the partisan bargeway press the last two weeks to have hereinbefore the special pleadings and curious misstatements of Major Symons and other partisans of the bargeway in reference to the deep waterway, and which are easily refuted, if one has only the time to make the corrections in the various papers in which they appear.

"The bargeway people seem determined to put the advocates of the Federal deep waterway in a position of antagonism, when, if they were really for that way, a component on which they would bring it about and enlarge their following by a co-operative plan, whereby, in view of the canal project proposed, Federal co-operation could be provided, whereby the United States would deepen the Hudson, build a deep waterway around Niagara, as it has at the 'Soo,' and would co-operate on a deep waterway basis on the common Oswego-Mohawk route, effecting there flood disposal and water storage as well.

"In an editorial on roads and canals you state that commissions have gone over the canal question, and it should be settled this autumn. That is true. We have had state commissions, and we have had United States commissions, and the work of the state commissions from their constitution, the limited time and means at their disposal, have been comparatively inferior, as a glance at the state and the United States reports and their maps will show. The United States reports cover the ground wholly, including water supply, other highway changes and interference and all damage down to water power affected. So far as the state reports are good they are largely founded on the work done by the Federal government. But we have had no consideration of what could be done and should be done as to state and Federal co-operation, whereby both would be served and the state and nation respond to benefits furnished each. National co-operation is assured as soon as the opposition thereto, largely confined to New York and Buffalo, is modified. The Farmers' National Congress and the National Board of Trade have this year favored it, and over the specific objections of the New York representatives that they intended to build this bargeway, which all intelligent students of the situation not warped by special interests think is an inadequate solution. Other farmer and commercial bodies have favored the deep waterway at Federal expense or co-operation elsewhere and in this state, as has the State Farmers' Congress, the Rochester Chamber of Commerce, and the Tax and Transportation Reform Association, etc. I can give you a list of the important newspapers which also do.

"The interests of the state and the maintenance of ways can be insured by convention, or without bringing up the question of sovereignty, by cession or grant in the nature of a realty deed on conditions. The Rochester press and representatives are against the bargeway and almost unanimous for the deep waterway, which will make Ontario one of the great lakes and promote iron and steel industries and ship building all along the line, and make Rochester a seaport; and by the combination outlined what New York and Buffalo want and what the interior and the nation want can be effected without more expense to the state than the bargeway proposition, and federal action can thereby be induced and impelled as part and parcel of a whole arrangement. Rochester is better informed on these subjects. In my address to the Chamber of Commerce of Rochester, November, 1900, I showed slides of the profile of the Hudson to which you refer, and which includes a few peaks above Coxsackie, but the major excavation is only in twelve miles below Troy. I also showed a slide of Lake St. Peter, and that the deepening of the Hudson to Troy on a thirty feet basis was a lesser effort than already done by our smaller neighbor, Canada, in that lake on the St. Lawrence to make Montreal a seaport. You will find these profiles in the United States Deep Waterways reports, and will also find that it will require only about twelve miles of canal and nine locks to make a deep waterway around Niagara and bring the lake carrier in nine hours from Erie into Ontario. You will also find that the canalization of the Mohawk by reason of flood disposal is about the same for a thirty or twenty-one foot way, and presumably for the bargeway. Hence to carry the twenty-one foot navigation system and the lake carrier through to New York, there to transfer to the ocean carrier, state and federal co-operation, is little more work than proposed for the state alone, is infinitely better and can be effected at no more expense to the state.

"It rests with the interests that are promoting the bargeway to say whether that proposition, already weighted by the antagonisms of all who are against such canal enlargement, shall also carry the opposition of those who are really for the public welfare and waterway development and understandingly so or whether by such modification without imperilling in any way the barge project, federal co-operation be allowed, effecting adequate deep waterway with which the state canals may be dovetailed, shall bring to the support of canal improvement the large following which I happen to know exists for a deep waterway or ship canal and federal action or co-operation.

JOHN A. C. WRIGHT."

Rochester, N. Y., Feb. 8, 1903.



THE BLOCK ON MAIN STREET EAST OBTAINED BY THE SIBLEY, LINDSAY & CURR CO. LOOKING WEST FROM NORTH STREET.



BLOCK ON MAIN STREET EAST OBTAINED BY THE SIBLEY, LINDSAY & CURR COMPANY. LOOKING EAST FROM CLINTON AVENUE SOUTH.

THE FLOOD BILL

Commissioner McClintock Suggests an Amendment.

METHOD OF ASSESSMENT

Commissioner Thinks the Plan Provided by the Bill Would Place a Formidable Burden on Some Localities To Be Benefited by Increased Water Power.

Senator Merton E. Lewis' bill to continue the present Water Storage Commission and extend its powers for the purpose of devising means for preventing floods, and appropriating $25,000 for the purpose, has been referred to the Senate Finance Committee.

Mayor Rodenbeck has written a letter to each of the members of the local flood committee, asking for suggestions as to amendments to the bill.

Commissioner McClintock yesterday wrote a letter to the Mayor in response to this request. The commissioner points out one feature of the bill which he thinks requires amendment, and that is the provision with reference to apportioning the assessment for such engineering work as may be necessary to carry out the ideas of the commission. Here is what the commissioner says about the subject.

"In accordance with your invitation and also the invitation of the secretary of the Water Storage Commission, I beg leave to make the following suggestions in relation to an act continuing the Water Storage Commission, introduced in the Senate by Senator Lewis on January 27, 1903:

"Under this act, the commission, after due process, may build the proposed works in a given river and determine, with the approval of the Governor, the portion to be paid by the state of New York, and apportion the balance of the cost upon the cities, towns or villages containing any lands benefited by such improvement; and shall determine whether such amounts are to be paid in one sum or in annual installments not exceeding fifty in number.

"The commission can issue bonds in the body of which shall be inserted: 'A declaration that the security of each bond is the annual payment collectible by law from the beneficiaries of the improvement for which it is issued.'

"The final assessment of the costs upon the different pieces of property in a given city, town or village is left to the local Assessors.

"In order to give an illustration of the practical difficulty of working out a given project, let us take the Genesee River, upon which the proposed storage reservoir may cost $4,000,000. One result of building these works would be the creation of some 25,000 horse power of water power at Portage Falls, where there is now no development and in a poor farming town. If the proper portion of the cost should be assessed on this property, the town might not be able for years to raise the amount assessed against it and in default on the bonds the whole town could not be sold for enough money to meet the whole claim. Notwithstanding this, it is evident that in the course of some years the water power here created would be utilized so that it could readily pay the annual charge to be assessed against it.

"For this reason, amongst others, it appears to me, that some way should be devised so that under the bill the commission may become the owner and controller of all the water of the river, certainly to as great an extent as upon the Merrimac in Massachusetts by the Locks and Canal Company at Lowell and the Essex Company at Lawrence. That is, the water power should eventually, in the case of the Genesee River anyway, pay all of the cost of the works, and the only part that the state or its political subdivisions should pay, should be for a temporary loan, to be used in paying the interest on the bonds until such time, as rentals from a large portion of the power used might furnish funds sufficient to pay for interest and maintenance and the creation of a sinking fund sufficient to meet the bonds or a portion of them at maturity. Then the basis of security for the bonds issued by the commission should be the actual water power or the rentals and these should be guaranteed by the state of New York, so as to secure the least possible rate of interest.

"To carry out such work on this line, the proposed composition of the commission is too clumsy. The commission should consist of not more than three thoroughly equipped engineers, as the work to be done would be strictly scientific and not political."

Facts About Water.

Water brought to Rochester from Hemlock lake in two conduits, the old one capable of carrying 7,000,000 gallons a day; the new one capable of carrying 19,000,000 gallons a day; total, 26,000,000 gallons.

The consumption of water is now 14,000,000 gallons a day. The increase is about 1,000,000 gallons per day in each year. That is to say, the daily consumption in 1904 is likely to be 15,000,000 gallons a day; in 1905, 16,000,000 gallons; in 1906, 17,000,000.

It is obvious, therefore, that the present supply of water is far in excess of the present demand. This, however, does not mean that there should be delay in the consideration of water problems. On the contrary, there is every reason why we should take a good look into the future and why those in authority should give immediate attention to the problems and work them out, and why certain changes and improvements should be made in the water works system without unnecessary delay.

The most pressing need is for the construction of a new reservoir. Highland reservoir, about a mile and a half from the center of the city, holds 20,000,000 gallons of available water. Cobb's reservoir, nine miles further toward the lake, holds 62,000,000 gallons, total reserve, 82,000,000 gallons. It is obvious, therefore, that if there should be a simultaneous break in both conduits between Highland reservoir and Rush reservoir there would be only enough water on hand for two days or less, and that if there should be a simultaneous break in both conduits between Rush reservoir and the lake, there would only be water enough for six days. The calculation may be carried much further. If the new conduit, carrying 19,000,000 gallons daily, should break between Rush reservoir and the lake, we would have available 62,000,000 gallons of water in Rush reservoir, 20,000,000 gallons in Highland reservoir, and 7,000,000 gallons daily through the old conduit. This would mean water enough for about ten days on full allowance, and thereafter only half the necessary amount, until the break in the main conduit was repaired. It may be said that the probability of there being a bad break in both conduits at the same time is very remote, and that is true; but if the break should come, and Rochester should be without water for even so short a time as two days, the sickness, suffering, and loss of life that would result would be frightful,—and of course the result upon the business industries of the city would be calamitous. It is, therefore, of the utmost importance that a new reservoir on Cobb's hill should be constructed at once. Fortunately for the city, the Common Council has directed the purchase of the property. There seems, however, to be unnecessary delay in the corporation counsel's office in securing title, and this delay is resulting in loss, for the hill is being cut away daily. Obviously the more sand that is taken from the hill the smaller the reservoir will be; the quicker the city can secure title, therefore, the better.

It is estimated that a reservoir can be constructed on Cobb's hill that will hold 70,000,000 gallons. When that is ready, Rochester will have 20,000,000 gallons in Highland reservoir, 70,000,000 in Cobb's reservoir, and 62,000,000 gallons in Rush reservoir; total, 152,000,000 gallons, or enough for ten days if a break should occur in both conduits between Rush reservoir and the lake, and enough for six days if a break should occur in both conduits between Rush reservoir and the city. A great menace to the health of the city will be removed when Cobb's reservoir is filled. Let there be no delay in this matter.

The next most pressing need is the metering of all water services. There are now, in round numbers, 4,000 meters in use that were purchased by the city and 7,000 that were paid for by private individuals, and there are about 20,000 unmetered services. Unquestionably every gallon of water should be metered, and the city should put in 20,000 new meters at its own expense just as soon as this can be done. It has been suggested that new meters should be installed by the city at the rate of about 5,000 a year. Allowing for the annual increase in the number of services, it would take about eight years to meter all services under this plan. In the opinion of The Post Express it would be better to instal new meters at the rate of 5,000 a year. Of course, in any plan that may be adopted provision must be made for repayment by the city to citizens who bought their own meters. The best way to manage this—the suggestion is Mr. McClintock's—is to make a rebate of 25 per cent. each year for four years in the water bills of such citizens. In this manner they would be reimbursed and the expense to the general body of the taxpayers would not be felt.

Various schemes for bringing water into the city from Lake Ontario have been discussed. Before the city itself embarks upon an enterprise of this character, there should be the most careful investigation by experts of the highest standing. Among the questions to be determined are: The distance to which pipes must be run into the lake to get water uncontaminated with sewage; the adaptability of lake water to Rochester's manufacturing industries; the cost of elevating the water to the level of the city and of distributing the water after we get it to the city. These are serious questions, and they cannot be answered satisfactorily without the most painstaking investigation. There is no doubt, however, that they should be answered. Some investigation should also be made as to the availability of river water for manufacturing purposes. Can we purify it, eliminate the lime, the salt, and the magnesia, and make it of value? The more information the better. We cannot know too much on this subject.

The conclusion seems to be that we should construct a reservoir on Cobb's hill at once; that we should meter all services as soon as this can be done without placing an undue burden upon the taxpayers, and that, while there is no occasion for panic or alarm, an investigation as to the availability of lake and river water should be commenced immediately.

ANALYZE WATER

ative Value of Hemlock for Industrial Uses.

MBER OF COMMERCE ACTS

Suggestion of Commissioner McClintock, the Trustees Adopted Resolution Asking City To Secure a hemist To Study Water — Many ther Interesting Matters.

e regular meeting of the board of ees of the Chamber of Commerce held yesterday and much business portance was transacted. Owing to press of work before the board, the ting was of unusual length and a ge portion of the business was put over to the next meeting.

The most important announcement was that made by Secretary Ives, to the effect that Hon. William P. Wilson, one of the directors of the Philadelphia Commercial Museum, would appear before the chamber next Monday evening, and deliver an address. This will be one of the events of the season, as the Philadelphia Commercial Museum is one of the foremost exponents of industrial progress in the United States and Mr. Wilson is one of the most prominent men connected with it.

The museum is situated at Philadelphia, and it consists of an exhibit of all the manufacturers' products of the United States. It is the first place in the country visited by prospective foreign buyers, and they get an idea at the museum of the places where they will purchase their goods. Several Rochester men are members of the Philadelphia Museum.

Dr. Wilson will take as his subject, usual ceremony by the chamber. John Craig Powers, C. P. Ford, Benjamin Chase, John C. Woodbury and Secretary Ives were appointed a committee to entertain the speaker prior to the meeting. A dinner will be given at the Genesee Valley Club. At the next meeting of the trustees there will be a large reception committee appointed.

Dr. Wilson will take as his subject "Foreign Trade, and its Relations to Home Manufacturers and Commercial and Technical Education." An elaborate luncheon will be served after the meeting.

The water rates question was taken up and discussed at length. The members of the chamber expressed themselves rather strongly on the subject, and there seemed to be a division of opinion. The following was received from Commissioner McClintock, and was read at the meeting:

"The water supplied to the city of Rochester is of the very best quality and accordingly constitutes one of the advantages to manufacturers. In fact, its purity and relative softness make possible the carrying on of many lines of manufactures that otherwise would not be possible. It is of especial value for use in steam boilers, laundries, lense grinding, manufacture of photographic materials, making of beer, etc., and this can be demonstrated from the practical experience of manufacturers.

"The water supply of Rochester constitutes one of the splendid endowments of the community.

"It is stated that the average life of a set of tubes in a locomotive boiler on the Pennsylvania Railroad is about two years, while on the New York Central and Hudson River Railroad, on the Western division it is said to be about six months. It has been estimated by high English authority that if London was supplied with water as soft as that of Hemlock Lake, it would save the people more than two millions of dollars per year insoap, soda, tea, coffee and chemicals.

"Some cities supply water at a cheaper price than Rochester, but as none supply water of better quality, it would be advantageous to have a thorough study and discussion made by a first class chemist as to the relative value of Hemlock Lake water, Lake Ontario water and of the waters supplied to some of our sister cities."

The paper brought forth much discussion and after it had been thoroughly dissected, it was the consensus of opinion that the suggestion of Commissioner McClintock was a good one, and Mr. Hathaway introduced the following resolution, which was unanimously adopted:

"Resolved, That the board of trustees of the Rochester Chamber of Commerce recommend the necessary appropriation by the city authorities for the securing of a study and discussion by a competent chemist of the relative value of Hemlock water for industrial uses."

Senator Bailey's State Insurance bill was taken up and discussed at length. Much time was spent on this subject, and it was emphatically indorsed. Secretary Ives was directed to notify the Rochester legislators of the action of the board, and to ask them to do all in their power to further the interests of the bill.

Milton Clark, chairman of the insurance committee, announced that he would gather statistics and would give some detailed information along the lines laid down by the bill at the next meeting of the insurance committee.

A resolution was adopted favoring the passage of the bill continuing the Water Storage Commission.

Members' visiting cards were presented by Secretary Ives and met with the approval of all the members present. [illegible] will be given out by the Secretary as they are wanted. They contain the name of the chamber and a complete list of the officers. They are to be presented by any members who desire so to be in attendance at the meetings of any other chamber of commerce in other cities.

George Roth announced that he had received from State Engineer and Surveyor Bond two maps showing the routes for the proposed barge canal. Engineer Bond said that he would appear before the Chamber of Commerce here and explain the proposed project, or that a committee of the chamber might appear before him. As this matter has received considerable attention from the chamber, it was referred to the transportation committee and will be discussed at some future meeting.

Secretary Ives received a letter from Congressman Perkins, relative to the matter that had been referred to him and the action of the Rochester chamber in regard to the reciprocity with Canada. Congressman Perkins stated that he was in favor of reciprocity with Canada, and hoped that the next session of Congress would take the matter up. Congressman Perkins also stated in another letter that he had called to the attention of the authorities at Washington the matter of the heroic work of the Charlotte life saving crew in saving the crew of the Noyes, and he did not doubt that each member of the crew would receive a medal.

The following new members were elected: M. R. Hughes, real estate; W. J. Lockwood, contractor; S. C. Haynes, baker; W. H. Boykin, insurance; Cramer, Hauser & Co., stocks; C. M. Palmer, real estate; C. W. Pearson, grain; C. H. Donovan, plumbing; H. L. Larmalere, architect; Best & Waddell, gas and electric fixtures; F. R. McMullen, insurance; McDonell & Dumond, plumbing; George G. Gates, stocks.

The revised list of standing committees was announced by the secretary, and printed slips containing the names were given to the members.

TALK ON FOREIGN TRADE.

Feature of Monday's Meeting of the Chamber of Commerce.

Notices were sent out yesterday by Secretary Ives, of the Chamber of Commerce, for the meeting scheduled for Monday night. At that time Hon. William P. Wilson, director of the Philadelphia Commercial Museum, will address the members and their friends. His subject will be "Foreign Trade and Its Relation to Home Manufacturers and Commercial and Technical Education."

Dr. Wilson is at the head of an institution in Philadelphia which has for its trustees the Governor of Pennsylvania, Mayor of Philadelphia, and the presidents of the Select Council, Common Council, Board of Public Education, and superintendents of public schools and public instruction, Philadelphia.

The Commercial Museum is unique in its work, being the only one of its kind in the world. The United States government has given it $500,000, and the city of Philadelphia annually appropriates $250,000 for its support.

Dr. Wilson has been with the museum since its inception six years ago, and has secured a vast fund of information in meeting leading men from all parts of the world, and from his assistants, who have personally visited every civilized country on the globe, introducing American methods and American goods.

A reception committee has been appointed by President T. B. Dunn to act Monday night. The following are members of the committee: Charles P. Ford, chairman; Rufus A. Sibley, George Eastman, J. N. Beckley, B. E. Chase, Hon. A. J. Rodenbeck, D. R. Murphy, W. C. Barry, Robert Mathews, H. R. Hathaway, Simeon G. Curtice, Clinton Rogers, Charles E. Angle, William A. Hubbard, Jr., E. Frank Brewster, Charles T. Hand, A. T. Hagen, Adelbert Cronise, Edward Bausch, James G. Cutler, Charles M. Everest, James S. Graham, Ernest B. Willard, Eugent T. Curtis, Francis R. Mitchell, Joseph T. Alling, Rush Rhees, D. D., Professor S. A. Lattimore, George H. Perkins, Louis N. Stein, G. E. Taylor, John C. Woodbury, George F. Roth, John M. Ives, Andrew J. Townson, J. Y. McClintock, John Craig Powers, George C. Buell and Rev. Rob Roy Converse.

A luncheon will be served at the close of the address.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

Rochester Chamber of Commerce

The officers of the Chamber have the pleasure to announce the securing of

HON. WM. P. WILSON,

Director of the Philadelphia Commercial Museum, who will address the Corporation at its next regular monthly meeting,

Monday, March 2, 1903, at 8 o'clock,

taking for his subject

Foreign Trade and its Relation to Home Manufactures and Commercial and Technical Education.

Dr. Wilson is at the head of an Institution in Philadelphia which has for its Trustees the Governor of Pennsylvania, Mayor of Philadelphia, and the Presidents of the Select Council, Common Council, Board of Public Education, and Superintendents of Public Schools and Public Instruction, Philadelphia.

(OVER)

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The present is an opportunity to listen to a man with a national reputation which you should not fail to take advantage of.

Enclosed please find two admission cards, which kindly give to friends not members of the Chamber.

Teall will serve luncheon at the close of the address.

JOHN M. IVES,
Secretary.

Rochester, N. Y., Feb. 27, 1903.

GUEST'S CARD.

Address by HON. W. A. WILSON,
DIRECTOR OF THE PHILADELPHIA COMMERCIAL MUSEUM
on
Our Home and Export Trade
ROCHESTER CHAMBER OF COMMERCE
MONDAY EVENING, MARCH 2, AT 8 O'CLOCK

Mr. _____

Introduced by _____
Member.

Rochester March 3 1903
Cost Express

ON FOREIGN TRADE

ADDRESS BY DR. WILLIAM P. WILSON, OF PHILADELPHIA.

Talk by Director of Commercial Museum to the Chamber of Commerce—Trade of the Different Countries—Keenest Competition.

"Foreign Trade and Its Relations to Home Manufacturers" was the subject of an address made before the Chamber of Commerce last night by Dr. William P. Wilson, of the Philadelphia Commercial museum. The speaker said in part:

"The United States is the largest producer of raw cotton in the world, yet as an exporter of manufactured cotton goods, this country ranks below Switzerland. We are rapidly approaching the time when we shall produce more than we can consume at home in any possible way, but see the untouched fields abroad.

"In India, a country importing $300,000,000 worth of goods annually, we find that this country gets about one seventy-fifth of the whole. Brazil buys in the markets of the world $90,000,000 worth of goods but spends about $1,000,000 in the United States.

"Great losses have been sustained and many manufacturers discouraged in their efforts to secure foreign business, through lack of knowledge of the requirements of the markets which they attempted to enter, and through ignorance of the peculiarities and prejudices and business methods of the houses with which they attempted to deal. These are the points on which the museum is seeking light and furnishing it to the manufacturers of this country.

"Now there are a number of countries such as England, Germany, Belgium, France, Austria and the United States, which have an output of manufactured goods greater than they can themselves consume. A state of panic would ensue in any of these countries, if for any cause the mills should be stopped and the laborers turned out of employment. Other countries like Japan, Russia, Italy, Canada, Australia and the Argentine Republic are coming to a point where, in one or more lines, they are important competitors and will be no longer confined to their own home markets.

"The markets outside of all these countries may be extensive, but the fact must not be overlooked that the competition is keen and that there is coming, for the purely industrial nations, a great struggle for supremacy and possibly for existence.

"Since, however, it is probable that the continued wants of the world will not increase with sufficient rapidity to afford each country a constantly increasing export trade, it follows that the prize to be striven for is the world's trade as it now exists. It is argued then, by many, that the commercial position of any one nation in the markets of the world may improve only at the cost of the other nations. Germany and Great Britain already recognize this fact. They are making the most strenuous efforts to retain their foothold and to gain advantages. Each looks on North America as its most dangerous competitor. No other country in the world possesses in such abundance as the North American continent, the materials of commerce."



DR. W. P. WILSON,
Director of the Philadelphia Museum.

Statistics and Publications

CHARLES J. BROWN, *Chairman* GEORGE A. BOWMAN, *Vice-Chairman*

F. M. Bickford, William H. Briggs, L. S. Chapin, W. B. Hale, M. R. Hall, J. George Kaelber, E. S. Mayo, K. Lee Mingos, Thomas J. Neville, H. H. Pryor, Milton Race, W. H. H. Rogers, L. L. Stone, E. A. Stallbrandt, C. W. Trotter, F. P. VanHoesen, J. A. P. Walter

Taxpayers

REEVE A. SIBLEY, *Chairman* WILLIAM C. BARRY, *Vice-Chairman*

Josiah Anstice, Elbridge L. Adams, J. DeWitt Batts, James G. Cutler, George Eastman, Harold C. Kimball, Walter W. Powers, Hiram W. Sibley

Rochester Chamber of Commerce

The objects for which this corporation is formed are: to foster the trade and commerce of the City of Rochester; to protect such trade and commerce from unjust and unlawful exactions; to reform abuses in trade, and to promote a more enlarged and friendly intercourse between merchants and manufacturers.

Application for membership should be made to the Secretary, in writing.

There is no initiation fee, and the dues are twenty dollars per year.

Persons having money to invest in local manufacturing enterprises should communicate with the Secretary.

A book for the free entry of real estate, suitable for building sites, can be found at the office of the Secretary.

Members are requested to correspond with the Secretary or, in special cases, with the President, concerning any matters of public interest which they believe may properly come before the officers or committees of the Chamber.

TELEPHONES 379

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1903

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Rochester Chamber of Commerce

ORGANIZED 1887
INCORPORATED 1888

Officers and Standing Committees

1903

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Chamber of Commerce
Rochester, N. Y.

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FLOOD BILL TALK

Herald Feb. 28-03.

Engineer Rafter Makes Reply to McClintock's Criticism.

LETTER TO SECRETARY IVES

Says Plan Proposed by Mr. McClintock Is Unconstitutional — Latter Says That the Proposed Bill Confers Too Much Power on the Water Commission.

The criticisms of the flood bill made by Commissioner McClintock a few days ago seem to have aroused the ire of the members of the Water Storage Commission at Albany. John M. Ives, secretary of the Chamber of Commerce, has received a letter from George W. Rafter in which the latter answers the objections made by Commissioner McClintock in a letter to Mayor Rodenbeck.

In his letter to the Mayor Commissioner McClintock said:

"It appears to me that some way should be devised so that under the bill the commission may become the owner and controller of all the water of the river, certainly to as great an extent as upon the Merrimac in Massachusetts by the Locks and Canal Company at Lowell and the Essex Company at Lawrence. That is, the water power should eventually, in the case of the Genesee River pay all of the cost of the works, and the only part that the state or its political subdivisions should pay, should be for a temporary loan, to be used in paying the interest on the bonds until such time as rentals from a large portion of the power used might furnish funds sufficient to pay for interest and maintenance and the creation of a sinking fund sufficient to meet the bonds or a portion of them at maturity. Then the basis of security for the bonds issued by the commission should be the actual water power of the river and these should be guaranteed by the state of New York, so as to secure the least possible rate of interest."

He also made reference to the fact that he believed the commission as proposed under the bill would be too large and clumsy.

In his reply to the criticisms Mr. Rafter says:

"I notice that Mr. McClintock makes the criticism that Senate bill No. 156—an act continuing the Water Storage Commission—does not provide for assessing and collecting property as that at the upper falls of the Genesee River. In making this criticism, I fear he has gone into print before fully considering the act. The tax laws of this state are so thoroughly in line with the principle that all assessments must be made by local authority, that it is idle to propose anything else. Indeed, there was a decision only a few weeks ago in the Court of Appeals placing the power of assessment in the hands of the local authorities, solely. This matter was fully considered previous to the announcement of decision, the act was drawn on quite distinctive lines, providing for just such a as that which Mr. McClintock has sed, but on the announcement of decision it was evident that the act could not go through in that form, because the Court of Appeals would pronounce it unconstitutional. It was then revised to its present form, which permits of the application of precisely the same principle as that involved in the water pipe frontage tax. Undoubtedly such a property is more valuable because of having storage than it would be without it, and this matter may be properly taken into account by the local Assessors when laying the assessment. Since assessments of this character have been declared constitutional, there is no difficulty in laying them."

When seen by a Herald reporter yesterday Mr. McClintock said that he was still opposed to the assessment as defined by the act.

"But is it not true that, under the constitution, it is the only way in which the money necessary can be raised" he was asked.

"I will admit that to be true, but I want to go on record as saying that the constitution should be amended to overcome such a condition. If the Legislature can make two amendments to the constitution to gain their point on a barge canal, I say that it can be done in this case. And it ought to be done, because the state derives great benefit from the development of its internal water powers. In time these water powers could be made to yield a large revenue.

"Now, the manner of raising the money under the bill is not its only fault. However, before I say anything further on the bill I would like to have the public understand just what it proposes to do. Briefly, the bill is as follows:

"It provides for the continuance of the commission. Individuals or political divisions may petition for improvements. The Water Storage Commission shall have the power to determine whether or not such improvements shall be made. The commission shall cause to be made all necessary surveys and decide upon what lands are needed to make the improvements asked for.

"Under the act, the commission shall receive all preliminary plans, specifications and estimates, and shall prepare a list of such towns, cities or villages as it shall determine will be benefited by the proposed improvements, together with a statement of the proportional share of said total cost which should be borne by each of the said towns, cities and villages expressed in decimals, which statement shall be filed in the office of the County Clerk.

"The bill contains the usual provisions for advertising for bids and awarding the contract for work to the lowest bidder. The commission may condemn lands and waters where work is to be done. Then it shall determine the expenditure that has already been entailed. After all this has been done it shall be determined what part, if any, the state shall pay, subject to the approval of the Governor.

"Then the commissioners shall apportion the remainder of the cost upon the towns, cities and villages containing any lands, water power or other easements benefited in proportion expressed in decimals. They shall determine whether payment shall be made in one installment or fifty and shall add for interest and sinking fund. After serving notices on the state and interested parties, they shall hold hearings and may modify or correct assessments made.

"Town or city officials shall levy the assessment and such assessments become liens upon the property. Money raised thus is to be paid into the State Treasury and placed to the credit of the 'river improvement fund,' as is also the amount to be paid by the state.

"The commission may issue bonds for each improvement—not exceeding the aggregate assessment therefor—and these assessments shall be pledged for the principal and interest of the bonds, which are not to run more than fifty years and interest not to exceed 4 per cent. There shall be inserted in the body of each bond a declaration that the security of each bond is the annual payment collectible by law from the beneficiaries of the improvement for which it is issued. Bonds are non-taxable. The commission may issue $25,000 certificates of indebtedness for preliminary expenses for each separate work of improvement.

"All expenses of the commission to be charged upon all improvements. Commission shall care for and maintain completed improvements and apportion cost in same manner as original cost. And the bill calls for an appropriation of $25,000 to be made immediately available for general expenses.

"If you will notice, there is no provision in the bill where one can secure any redress only from the commission! Under the bill, it is impossible to take anything to the courts. The commission has the final say upon everything. That isn't right. If the Mayor or the Common Council of a city once becomes committed in a petition for improvements there is no possible chance of getting out. Other than the commission, there is no one to appeal to. As I have already stated, the manner of raising the money for improvements is wrong. Those who use the water powers developed should pay for the improvements made."

OF INTEREST TO COMMERCIAL MEN

ADDRESS BEFORE CHAMBER OF COMMERCE.

BY HON. WILLIAM P. WILSON

Exportation of American Products an Important Problem of the Future—Strong Competition for the World's Trade.

Last evening, at the Chamber of Commerce rooms, Hon. William P. Wilson, director of the Philadelphia Commercial Museum, made an interesting address on "Foreign Trade and Its Relations to Home Manufactures." In the absence of President Dunn, Vice-President J. Craig Powers introduced the speaker, who said in part:

"The Philadelphia Commercial Museum is not a local institution as its name indicates, but is an international bureau of commerce, organized in 1894, with the object of the promotion of the foreign commerce of this country. The initial step was taken at Chicago, at the World's Fair, when immense quantities of various world products were sent to Philadelphia, where they were displayed by an organization created by the council of that city. It may seem a great deal to claim, but we can trace as the direct result of the museum's effort much of the suddenly aroused interest in American manufactures abroad.

"To most lines of manufactures the home market is at present sufficient, but the squeeze is coming. Every dollar's worth of goods exported relieves the strain on the market to that extent.

"The United States is the largest producer of raw cotton in the world, yet as an exporter of manufactured cotton goods, this country ranks below Switzerland. We are rapidly approaching the time when we shall produce more than we can consume at home in any possible way, but see the untouched fields abroad.

"In India, a country importing $800,000,000 worth of goods annually, we find that this country gets about one seventy-fifth of the whole. Brazil buys in the markets of the world $90,000,000 worth of goods but spends about $1,000,000 in the United States.

"Great losses have been sustained and many manufacturers discouraged in their efforts to secure foreign business, through lack of knowledge of the requirements of the markets which they attempted to enter, and through ignorance of the peculiarities and prejudices and business methods of the business with which they attempted to deal. These are the points on which the museum is seeking light and furnishing it to the manufacturers of this country.

"The museum has on several occasions had calls for bids made by foreign governments, so modified, as to make it possible for American firms to compete on equal terms with their European competitors.

"Now there are a number of countries such as England, Germany, Belgium, France, Austria and the United States, which have an output of manufactured goods greater than they can themselves consume, which must be sold in foreign markets. A state of panic would ensue in any of these countries, if for any cause the mills should be stopped and the laborers turned out of employment. Other countries like Japan, Russia, Italy, Canada, Australia and the Argentine Republic are coming to a point where, in one or more lines, they are important exporters and will be no longer confined to their own home markets.

"The markets outside of all these countries may be in existence, but the fact must not be overlooked that the competition is keen and that there is coming, for the purely industrial nations, a great struggle for supremacy and possibly for existence. This outlook has led thoughtful men in more than one country to turn to a consideration of technical and commercial education. Secretary Cage recently said: 'We are coming to a time of specialization, when the man who can do something different and do it well is going to be in great demand.' It is a realization of this fact that has led to the recent establishment in the United States of technical, manual training and commercial schools.

"In high grade schools and courses of commerce in universities and colleges, we find, in 1893, 7,300 students. In 1900 this number had risen to 8,000. In private schools and academies, in 1893, the number was 4,400, and in 1900 it had risen to 15,000. In 1893 the number pursuing such studies in public schools was 15,000, but in 1900 it had increased to 69,000.

"Since, however, it is probable that the continued wants of the world will not increase with sufficient rapidity to afford each country a constant increasing export trade, it follows that the prize to be striven for is the world's trade as it now exists. It is argued then, by many, that the commercial position of any one nation in the markets of the world may improve only at the cost of the other nations. Germany and Great Britain already recognize this fact. They are making the most strenuous efforts to retain their present foothold and to gain increasing advantages. Each looks on North America as its most dangerous competitor. No other country in the world possesses in such abundance as the North American continent, the materials of commerce."

CANAL WILL 3/2/03. COST $100,562,992

D & C

Engineer Bond Submits Revised Estimate to the Assembly.

ADVOCATES SAY INCREASE DOES NOT AFFECT THEIR CAUSE.

Believe People Will Vote This Amount for the Improvements as Readily as They Would $81,000,000—Report Referred to Canal Committee.

Albany, March 3.—State Engineer Edward A. Bond reported to the state assembly last night that a change in plan and the increase in the cost of labor and material since he surveyed the proposed Erie canal barge route in 1900 and estimated its cost has made additional estimates, which would bring the cost up from $81,000,000 to $100,562,993.

This report from the state engineer was in response to a resolution passed by the assembly some weeks ago with a view of getting the latest estimates, so that the 1895 canal improvements might take would not be repeated and so that the people would have full information if they are called to vote upon the question next fall.

The report when received in the assembly was read and referred to the canal committee without comment. The advocates of canal improvement last night said that the people would vote for $100,000,000 just as quickly as they would for $81,000,000 and they were not disheartened at the estimated increased cost.

State Engineer Bond points out that with the aid of a board of consulting engineers he carried on his survey of 1900 with a view of presenting a complete and accurate estimate according to the then conditions and plans.

He says in his report that he has tried to protect not only the interests of canal advocates, or those who oppose canal improvements, but of the people of the state in presenting his revised and increased estimate of cost, such increase aggregating about $20,000,000.

ROCHESTER WATER BILL PASSED AT ALBANY

D & C - March 4, 1903

Measure to Exclude Private Water Company From City Streets Comes Back for Approval.

Special Dispatch to Democrat and Chronicle.

Albany, March 4.—Senator Lewis to-day won a signal victory over Senator Brackett. The issue was over the bill prohibiting the tearing up Rochester streets without the consent of the city authorities. The Dwyer bill had passed in the Assembly early in the day, and Assemblyman Dwyer himself escorted the bill over to the Senate. As soon as it arrived, Senator Lewis, who, when his own bill had been reached asked that it be laid aside, moved its substitution for his bill.

Senator Bracket was ready with an objection and moved that the bill be referred to the Cities Committee, with instructions to amend so as to permit "lines of water pipe to be laid along railway lines and through intersecting streets without the necessity of securing the consent of the city authorities."

Senator Lewis vigorously attacked the Bracket amendment; explained the situation which had made the bill a necessity and charged that the amendment was intended to apply to the New York Central Railroad Company, and that its purpose was to defeat the very ends which the bill sought to accomplish.

Senator Bracket made a very weak defense of his position and Senator Lewis felt well pleased when the vote was taken, and not a member, aside from Senator Bracket, supported the Bracket motion to commit to the Cities Committee. Senator Lewis followed up the advantage gained by moving the passage of the substituted bill and it was promptly passed. The bill will be in Rochester by to-morrow, ready for action by the local authorities.

Mayor Rodenbeck had asked both Senator Lewis and Assemblyman Dwyer to make certain amendments to the bill unless, in their judgment, such action would tend to jeopardize the bill. It was their judgment that the delay which would result from amending the bill would jeopardize the city's interests, so they rushed it through.

Expert Opinion on Canal Projects.

An advance sheet has been sent out by the "Engineering News," containing two articles on the canal question, one describing the ship canal route surveyed by the United States from Lake Erie to the Hudson, and the other comparing that route with the barge canal route and contrasting the advantages of a deep waterway with the disadvantages of a shallow waterway. It is worth while to make a summary or synopsis of these articles which are carefully and clearly written; but before taking up the task it may be well to say that the advocates of a ship canal to be built by the Federal government, as already surveyed, are in accord on one point with the advocates of a barge canal to be built by the state, as already surveyed. Both agree in denying the feasibility of a ship canal through the western part of the state from Syracuse to Buffalo, and in opposing any survey of the route to determine the possibility of the construction of the work. The advocates of a barge canal through the state oppose such a survey because they do not want a ship canal; the advocates of a ship canal, by way of Lake Ontario, oppose such a survey, in all likelihood, because of some difficulty in regard to the relation of the Federal government to a project lying wholly in New York. The position of The Post Express has been from the beginning, and now is, that no one of the canal projects proposed should be undertaken until the state or the nation makes a survey of the western part of New York to determine whether a ship canal can be built along the old line from Lake Erie to the Hudson, and whether it is worth while to build it. With the reiteration of this common-sense policy, let us consider the respective claims of the rival routes and canals set forth in the "Engineering News."

For more than twenty years there had been an agitation for deep waterways in the cities on the Great Lakes and among the people of the Middle West; and in 1895 an investigation of the project for a ship canal to the sea was authorized; and a commission was appointed consisting, on the part of the United States, of J. B. Angell, Michigan, Lyman E. Cooley, Illinois, and John Fox Bass, Massachusetts. It reported in favor of surveys along certain routes. In 1897, congress appropriated $485,000 for the work and the president appointed C. W. Raymond, Alfred Noble, and George V. Wisner to carry it on; the first, a member of the corps of engineers in the army, the other two, members of the American Society of Civil Engineers. The surveys were completed and a report made in 1900. The route favored is substantially one of those afterwards considered in the state survey for a barge canal, but not urged on the legislature during this session.

The description given in the "Engineering News" has the merit of clearness and precision, and therefore it is worth while to copy it, for the sake of readers whose minds may have been confused by the random discussion of the canal question in the press and among the politicians. It is as follows:

"This route, beginning at Buffalo, follows down the Niagara river to Lasalle, fifteen miles. Here the canal proper begins and continues for about ten miles to the Niagara escarpment, which is descended by a series of locks to the lower level of the Niagara river below the gorge. There are nine locks in all between the level of Lake Erie and that of Lake Ontario, the difference of elevation being 330 feet.

"Leaving the lowest lock of the series, a vessel would enter the lower Niagara river, which had made the bill a necessity and charged that the amendment was intended to apply to the New York Central Railroad Company, and that its purpose was to defeat the very ends which the bill sought to accomplish.

Senator Bracket made a very weak defense of his position and Senator Lewis felt well pleased when the vote was taken, and not a member, aside from Senator Bracket, supported the Bracket motion to commit to the Cities Committee. Senator Lewis followed up the advantage gained by moving the passage of the substituted bill and it was promptly passed. The bill will be in Rochester by to-morrow, ready for action by the local authorities.

Mayor Rodenbeck had asked both Senator Lewis and Assemblyman Dwyer to make certain amendments to the bill unless, in their judgment, such action would tend to jeopardize the bill. It was their judgment that the delay which would result from amending the bill would jeopardize the city's interests, so they rushed it through.

The advantage of this route is that only 163 miles of it, strictly speaking, are canal navigation, while 98 miles are in canalized rivers, and 377 miles are in open lakes and rivers. With a channel 21 feet deep, a vessel of 17,700 tons displacement and 8,000 tons burden would make the passage from Buffalo to New York, a distance of 477 miles in 64 hours. Further details as to construction need not be given. It is enough to say that the utmost capacity of such a waterway would be 36,608,000 tons; that the probable traffic is estimated at from 10,000,000 to 20,000,000 tons; that freight from Duluth or Chicago to New York would make a quicker passage by this route than is now made by railway freight; and that the estimated cost of construction is $200,000,000. It is idle to deny that this is a splendid scheme of public improvement, tending to the development of the internal commerce of the country, and far superior to the barge canal scheme, but it has two disadvantages. It looks down into Lake Ontario to lock up again; and it lies part of the way outside the state of New York.

In contrasting the Federal ship canal with the New York state barge canal, the "Engineering News" says that the cross section of the former is between four and five times as large as that of the latter; that the large waterway is a channel for ships, capable of passing every vessel navigating the Great Lakes and probably from four-fifths to nine-tenths of the vessels engaged in ocean commerce, while the small waterway is a channel for large canal boats and nothing else; that the voyage of a steamer from Buffalo to New York, by the deep waterway, can be made in sixty-four hours, while the trip by the shallow waterway will take from eighty-four to one hundred and eight hours from Buffalo to Troy, the higher rate of speed being out of the question as too costly, so that, adding in the time required for the descent of the Hudson, the whole time to New York will be 140 hours. The "Engineering News" says: "The importance of this feature of quick transit, in enabling the waterway to compete with the railways, in the carriage of high-class merchandise as well as the carriage of such goods as coal and ore and grain, is evident to anyone. Suppose steamers could load at the wharves of New York and be sailing down Long Island Sound three days afterward. Or, on the other hand, suppose a steamer leaves Duluth or Chicago with a cargo of grain or flour. Her voyage to Buffalo takes from three to four days and by continuing her voyage less than three days more she can land her cargo direct at the wharves of New York city, without transfer or delay." Moreover the lake vessels, if a ship canal were built, could be constructed so as to be fit for ocean traffic, and during the winter months take part in the commerce of the world. This suggestion is an admirable offset to the favorite argument for the barge canal, to wit, that it is not good economy to employ vessels so costly as those on the lakes or on the sea in mere canal navigation.

The final advantage urged in behalf of the Federal ship canal is the financial one, which so many of the advocates of the barge canal "thrust aside in so lordly a way." The nation would construct the ship canal and spend $200,000,000 within the borders of New York; the state would spend from $80,000,000 to $100,000,000 on the barge canal.

RILEY TRIANGLE.

Special Committee of Park Board to Look After the Matter.

President Lamberton, of the Board of Park Commissioners, has appointed Commissioners Newell, Chapin, Banach and Atwood as a special committee to take care of the Riley Triangle matter when it reaches the board. The bill providing for the acquiring of the triangle, which is between Main street east, University avenue and North Union street, was introduced by Senator Lewis.

Commissioner Newell stated last night that his committee was not appointed to promote the bill in any way, although he, personally, and some of the others, were in favor of its provisions. The committee, he said, was simply to take charge of the matter after the bill became a law.

All of the small city parks were bought by and are under the control of the Common Council. They are simply taken care of by the Park Board. If the bill is passed, condemnation proceedings will probably be begun by the Commissioner of Public Works and the property acquired by the city in the usual manner. The transfer of the property and other matters in this connection would be for Mr. Newell's committee to look after.

No meeting of the committee has yet been called, owing to the uncertainty in which the matter now is.

A Blow to the 1000-Ton Barge Canal Men.

The report of State Engineer and Surveyor Bond that a change of plan and the increase in the cost of labor and materials since he surveyed the Erie barge canal route in 1900 has compelled additional estimates which would bring the total cost of canal improvement to over one hundred million dollars instead of $81,000,000 as first contemplated, seems to forever banish any hope of the canal men succeeding in foisting outrageous expense upon the taxpayers for the improvement of our antiquated waterways.

It will be remembered that estimates, and especially canal estimates, seldom, if ever, represent the actual cost of improvements and that if, by any chance, the 1000-ton barge canal improvement should be undertaken, the State Surveyor's figures of cost would probably be increased by twenty millions of dollars, bringing the total up to $120,000,000, to say nothing of interest charges for fifty years. And if the State Legislature thinks that the taxpayers will stand for such a burden, they are sadly mistaken.—Journal, March 4, 1903

A FEDERAL SHIP CANAL

By Francis Wayland Glen

New York Daily News Monday, 1903

The New York Tribune of the 21st inst. contains a column letter entitled "Against Ship Canal," signed by Gustav H. Schwab, general manager of the North German Lloyd Steamship Company. Mr. Schwab opposes the construction by the National Government of deep sea canals from the tidal Hudson through Lake Champlain to the St. Lawrence River and from the Hudson through the channel of the Mohawk River, Oneida Lake and the Oswego River to Lake Ontario, and from Lake Ontario to Tonawanda, on Niagara River.

No doubt he will oppose the construction by the National Government of a canal from Chicago to deep water upon the Illinois River, or one from St. Paul to the Red River of the North, or one from Lake Superior through Rainy River, Rainy Lake and the Lake of the Woods to the Red River of the North at Winnipeg. He would probably oppose the deepening of the channels of the Hudson, Ohio, Mississippi and Missouri rivers so as to pass vessels drawing twenty-five feet of water.

The North German Lloyd fleet numbers 196 vessels and registers 587,000 gross tons. If these canals were constructed not one of these vessels could pass through them, nor any vessel except one flying the American flag. No one understands this fact better than Mr. Schwab, and therefore his intense opposition to the construction and maintenance free to American vessels of such canals by the national Government.

A canal with twenty-five feet of water over the lock sills will pass vessels carrying 10,000 tons of merchandise, or 350,000 bushels of wheat from Duluth, Fort William or Chicago to any port in the world, without breaking bulk, and such vessels can carry a return cargo to any port on Lake Ontario, Lake Erie, Huron, Michigan or Superior without breaking bulk, and therefore at the lowest possible cost and charge.

The fact that traffic through such canals will be coasting trade or domestic commerce and, therefore, no foreign vessel can pass through them, will give American built ships the control of nine-tenths of our foreign commerce. If a cargo of merchandise in Hamburg or Bremen, Liverpool, Southampton or Havre was destined for Chicago, only an American vessel could carry it without unloading and reloading the cargo in this harbor.

The Hamburg-American Steamship Company has a fleet of 208 ships, which register 858,000 tons. This line was established in 1847. These two German lines are among the most successful and prosperous in the world. They live largely by carrying the imports and exports of this republic and in carrying to and from Europe American travelers.

We have been endeavoring for the last twenty-five years to regain the pre-eminence in the carrying trade of the world which we had before the Civil War.

The Hanna-Frye Ship Subsidy bill was introduced in Congress to stimulate shipbuilding in this country and the operation of ships under the American flag. Under that bill it is proposed to give subsidies for twenty years to American ships to the extent of $200,000,000.

A continental system of deep sea canals and the canalization of all rivers which discharge into the Atlantic or Pacific or Gulf of Mexico and their branches, will forever give American vessels absolute control for all time to come of the foreign commerce of this Republic without any subsidies being granted to them. It is this fact which disturbs Mr. Gustave H. Schwab, general manager of the German Lloyd Steamship Company.

The average charge for carrying wheat from New York to European ports throughout the year 1902 was one dollar per ton, or three cents per ton per hundred miles. The average charge for carrying wheat from Duluth and Chicago to Buffalo, more than a thousand miles, was five cents per ton per hundred miles. It is safe to say that a cargo of 250,000 bushels of wheat could be carried through such canals as is suggested above from Chicago or Duluth to Havre, Southampton, Liverpool, Antwerp, Bremen or Hamburg for five cents a bushel, without breaking bulk between the Lake ports at which the cargo is received and the European ports where the cargo is discharged.

Coal is carried from Pittsburg to New Orleans by water (distance 2,000 miles) for sixty cents a ton, or three cents per ton per hundred miles.

The lowest average charge ever made by a railway system in the history of the world throughout a year, for transporting heavy and light freight, was fifty-four cents per ton per hundred miles. Shall we continue to ship our wheat, cattle and provisions from the Mississippi Valley to the Atlantic seaports by rail for the express purpose of giving Mr. Schwab's vessels very profitable cargoes?

You cannot fatten your middle finger only; neither can you build up the cities of Poughkeepsie, Newburg, Hudson, Albany, Troy, Plattsburg, Cohoes, Amsterdam, Utica, Rome, Oneida, Oswego, Syracuse, Rochester, Buffalo, St. Catherines, Hamilton, Toronto, Erie, Cleveland, Toledo, Detroit, Port Huron, Saginaw, Bay City, Fort William, Duluth, Superior, Milwaukee, Chicago, Philadelphia, Baltimore, Newport News, Boston or Portland without building up New York. These facts are so simple, so plain and manifest, that he who runs may read them and clearly understand them.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

ATURDAY, MARCH 7 Democrat & Chron.

RECORD OF ITS 1903 IMPORTANT ACTS

WHAT CHAMBER OF COMMERCE HAS DONE

FOR GOOD OF THE CITY

Secretary Ives Has Prepared a Booklet Telling What the Chamber Has Done Since Its Organization—For Free Distribution.

Secretary John M. Ives, of the Chamber of Commerce, has prepared for distribution a booklet giving a brief history of what has been accomplished by the Chamber of Commerce since its formation. Mr. Ives said yesterday that the book was issued to answer the inquiries of people who wish to know "What the Chamber of Commerce has ever done?"

The booklet does not contain a full history of the Chamber of Commerce, but a mere outline of some of its more important things that have been done by its members through its officers. Following are extracts from the pamphlet:

As a matter of record for members of the Chamber of Commerce and others, the following brief statement of a few of the most important acts of the chamber since its organization:

To illustrate the work it has done for the city at large, the chamber, in 1880—after strenuous opposition—when the Common Council were about to grant a franchise for nothing at the consolidated street railway company, secured from the railway company a definite agreement, in addition to paying a tax of $5 per car annually, to put cinder iron on the tracks after 1882; to issue transfer tickets after 1882; to pay 1 per cent. of the gross receipts from 1882 to 1907 and 2 per cent. of the gross receipts from 1907 to 1967; to operate all the lines by electricity within a reasonable period. The report concluded with the statement that "it is believed that under the agreement to pay 1 per cent. and 2 per cent. of the gross income, the company will pay the city fully $2,000,000 before the expiration of its franchise."

For many years the subject of express rates to and from Rochester occupied the attention of the chamber, but until 1895 little if any progress had been made. At the first meeting that year of the Committee on Railroads and Transportation, a resolution was passed empowering a member of the chamber to go to New York and interview President Fargo of the American Express Company, and the leading officials of the other companies, and endeavor to secure a reduction of the rates.

Under the old schedule, the charge per hundred pounds from New York was the same to Buffalo as to Rochester, and vice versa—$1.25. Our representative succeeded in getting the rate to and from Rochester reduced to $1.15 by which a saving is effected to local merchants and shippers of fully $25,000 per annum—double the amount of the entire cost of conducting and maintaining the Chamber of Commerce.

Watches Legislation.

During every session of the Legislature, the Committee on Legislation of the chamber has not only kept a close watch on affairs at Albany, but frequently has sent delegations to the state capitol to prevent or shape legislation inimical to mercantile or manufacturing interests, and has every winter rendered conspicuous service in helping to nullify attempts from all over the state to pass vicious or improper measures introduced by demagogues to injure trade and manufactures. The service performed by the chamber in this regard alone would sufficiently repay the small individual dues, if no other reason existed for its being.

The Dansville people in 1897 appealed to the chamber to aid in getting the Dansville & Mt. Morris Railway to resume operations. They did not appeal in vain, and by reason of prompt and intelligent joint action, invoking the power of the courts and otherwise, the road is now running, and in a measurable degree, fulfilling its functions as a common carrier.

The Chamber of Commerce procured appropriations by the state to the amount of more than $30,000 for surveys and plans for a barge dam in the Genesee river.

Practical settlement of the former vexed question of additional water supply from Hemlock lake was brought about, in great measure, by this association, it inviting and conducting public discussion on the subject.

Location of the Appellate Court in this city was vigorously and successfully sought by the Rochester Chamber of Commerce, sending committees to Albany and otherwise furnishing facts and arguments for locating it here.

Protected Shoe Industry.

The boot and shoe industry of Rochester was threatened in 1894 with the infliction of a onerous and expensive condition, imposed by the railway transportation lines endeavoring to compel shippers of boots and shoes to strap their boxes—a discrimination which, if persisted in, would have cost Rochester boot and shoe dealers many thousands of dollars annually in addition to what they already pay for shipment of their goods. Through prompt and vigorous action on the part of the body and application to the Interstate Commerce Commission, the railroads reconsidered their action.

The Postal Committee of this body, in 1898, secured abolition of charges on telegrams within the city, but outside of certain arbitrary geographical limits, fixed by the telegraph companies. This relief from an old and annoying relic of village conditions merited due acknowledgment from all business men.

While Buffalo and Depew sought to secure location of the Merchants' Despatch transportation Company shops at either of these points, this chamber made even more energetic and, as the sequel proved, more satisfactory efforts to retain them here or locate them at Despatch, where they are now in operation, and which is now a flourishing and valuable manufacturing suburb of Rochester.

Raines Bill Changed.

During discussion of the Raines bill in the Legislature in March, 1896, the Rochester Chamber of Commerce took an active part against the original proposition, that the state should retain one-half the amount collected for liquor and beer licenses, the municipalities getting the other half. This body, through its Committee on Legislation, passed a resolution, which was immediately sent to Senator Parsons, that section 19 of the Raines bill should be so amended as to provide that the state should retain only one-third of the revenues of all taxes and penalties under this bill, and the counties the remaining two-thirds.

Senator Parsons took hold of the subject with characteristic energy and eventually succeeded in securing the amendment proposed by this chamber, which in fact had been suggested in no other quarter. As an illustration, showing what the city gained by the amended law, we give the following figures:

The amount of revenue for the issuing of tax certificates within the city limits from May 1, 1902, to February 10, 1903 (being about nine months of the present fiscal year) was $161,856.62, or say $227,376.86 for the entire year. One-half of this amount is $113,-688.43. One-third of it is $75,792.28. Thus the annual saving to this city secured exclusively by the original efforts of the Rochester Chamber of Commerce in license revenue alone, amounts to the considerable sum of say, $37,835.15, or more than $250,000 since the passage of the bill.

Numerous Achievements.

The Chamber of Commerce did much toward bringing about the amending of the law of 1851, relating to the Board of Education and providing for the election of the school commissioners.

The Chamber of Commerce aided materially in reducing railroad rates on the Falls Branch of the New York Central Railroad.

The Chamber of Commerce, assisted by local representatives, has twice defeated the state coasting bill, thus saving to Rochester hundreds of thousands of dollars, to say nothing about the saving to other municipalities.

The Executive Committee has several times in the past been called in by the Financial Committee of the Common Council and by the city administration for advice.

The Executive Committee of the chamber made several visits to our public schools in 1899 and collected much valuable information which resulted in repairs and larger facilities.

By the combined action of the chamber, Postmaster Graham and Senator O'Grady, arrangements were made and carried out for a regular time service of a mail train by which mail matter from New York is now delivered early in the morning.

The Chamber of Commerce, through its members, contributed nearly $4,000 to aid the sufferers of the Galveston flood, of the Pittsburg and the Johnstown sufferers, and ever stands ready to extend its aid in times of stress and calamity.

The magnificent reception to General Otis on his home-coming from the Philippines, and which brought 75,000 visitors to Rochester, would not have occurred but for the Chamber of Commerce.

The Chamber of Commerce originated the plan which made possible free music in the public parks of the city on Saturday and Sunday afternoons during the summer months, and which compelled an extension of the trolley lines into Seneca Park, and another line will be built the present year into Genesee Valley Park.

By its firmness at a critical time, the Rochester Chamber of Commerce is credited with sanction a proposed compromise between the Rochester Street Railway Company and the city, saved to the taxpayers the munificent sum of $216,000.

The chamber last year successfully arbitrated a growing difference between the master brewers and their employees, and secured a usually satisfactory contract for two years, and stands ready to arbitrate when requested any similar disagreement.

The chamber did much toward inducing Major Symons, United States engineer, to relinquish his proposed plan of narrowing the harbor at Charlotte, and for which an appropriation had been made by the national government.

The chamber has given much time endeavoring to solve the problem for cheaper water for manufacturers, and has asked that all water be metered, and supplemented to request by a petition from a majority of the city's largest taxpayers.

Rooms and Attractions.

The hall of the chamber is given free to conventions coming to Rochester, and very many times the chamber has entertained visiting delegates. The rooms of the chamber are used almost daily for meetings of the committees of different associations and corporations.

A book is ever open in the chamber in which is listed real estate, buildings to rent for manufacturing purposes, etc., without expense.

The chamber is continually expressing broadcast all over the country, illustrated literature regarding Rochester, thus advertising the city, and calling attention to its manifold advantages as a city in which to live and do business.

The chamber is open continuously from 8 A. M. to 6 P. M. every business day in the year to entertain visitors, answer innumerable questions, and boom Rochester.

During the winter months, instructive and entertaining addresses are regularly given on subjects of deep interest to everybody having the good of Rochester at heart.

The annual dinner given by the Chamber of Commerce is national in its scope and influence. No other city of the size of Rochester in this union gives a dinner as well attended, or one which has been honored by the presence of so many great men. By this means, men of national reputation and influence have become personally acquainted with Rochester and its representative business men.

The Chamber of Commerce has justified its existence by having already saved to the city the entire cost of its maintenance many times over.

The chamber is continually working for water storage, deep waterways, the controlling of the Genesee river when in flood, a convention hall, a public market, a new armory, a better harbor at Charlotte, and many other important improvements, and will secure them. We ask your aid. Anybody can find fault, but it requires work and persistence and sacrifice to bring things to pass.

Criticism of the chamber is made by members who have seldom attended its meetings, and know nothing of its work, or by outsiders who have a misconception of this organization, and are generally ignorant of what it has accomplished.

Only Furnaces and Boilers of Their Kind in Rochester.

PFAUDLER PLANT UP-TO-DATE

Rochester Herald Nov. 10, 1902

The Two Mammoth Boilers That the Company Has Put in Are Built on a New Principle — Economy Emphasized in Their Construction and Also in Fire Boxes.

Rochester people who have not been out to the end of West Avenue lately can hardly realize what has been going on there in the last half year. Just beyond the mammoth new plant of the Pneumatic Signal Company there looms up the equally extensive plant of the Pfaudler Vacuum Fermentation Tank Company, which is now rapidly nearing completion and will be ready in part for business sometime in June. The plant embraces three large buildings, all joined together, and bringing practically under one roof a little over four and one-half acres of ground.

The size of the building can be better realized from the dimensions. It is 600 feet long by 225 feet wide and 45 to 60 bricks were used in its construction. The building is about forty feet high and is lighted largely from above. A better idea still of the immense size of the plant can be gained from the statement of the builders that there are 2,572 windows in the building. The Herald man did not stop to count them. The task, which by the way was not built to carry off the smoke from the engines, but only to furnish a draught for them, as explained later, is 125 feet high.

At the start the company will employ 250 men with more later. The Pfaudler company comes to Rochester from Detroit, and is the only company of its kind in the country. The usual and old style tanks that were used to hold beer, milk, mineral water, and all sorts of liquids, until the advent of the Pfaudler company, were made of wood. The Pfaudler tanks are made of iron with an enamel lining.

But the occasion of this article is not the economic or industrial advantages that the Pfaudler company bring to Rochester, nor the natural interest that attaches to their immense plant on the Lincoln Park, but the two big boilers with their separate furnaces that are being set up in the factory, which, are not only among the largest in Rochester but are the only ones of their kind in the city, and represent to the man who is interested in the progress of invention the great attention that is now being paid to economy.

Water Purifying Plant.

The first difficulty that the Pfaudler company met with in the location of its plant in Lincoln Park was the water supply. In order to get a sufficient and a reliable supply a large number of wells had to be sunk on the property and from these wells the company is now sure of a constant supply of 300,000 gallons. But the water in that vicinity contains a large amount of mineral in solution, which makes it unsuitable for use in boilers. Consequently the company will have to do what companies in the iron regions of Minnesota and Michigan have had to do, purify the water before it goes into the boilers.

The water purifying plant is now in process of construction in the factory and is of the same sort that is used all through Michigan and Minnesota for this purpose. But after the water has passed through this process it is still necessary that boilers be used that are adapted to overcome the deleterious effects of such water. The boilers that have been put in, therefore, are designed to utilize water that ordinarily could not be used for steam-making purposes.

New Ideas in Boilers.

With the boilers as with the purifying plant, the same system had to be followed that is in use in the iron regions of Michigan and Minnesota, where there is always a large amount of mineral in the water. The boiler, therefore, is the same that is found in those localities, and this is why they are the first of their kind in Rochester. But aside from this particular feature of the two boilers, there are many others that command attention, for they have many advantages over the old-style boiler and the ideas that they represent are but four years old.

In the old style boiler, whether it was vertical or horizontal, the fire passed through a large number of flues that pierced the water compartment. If it was a horizontal boiler the flames passed under one side and came back through the flues. This arrangement provided a large amount of heat that under the more primitive system went out the stack. But each of the two boilers in the Pfaudler plant consist of 132 four-inch steel tubes, each 20 feet long, and all set upright close together. These tubes contain the water, and the fire is forced through the boiler as has always been the case.

All of the heat is thus made into a steam drum which is designed to hold the steam. The top of this drum is 32 feet from the floor. The drum is made so that it will stand a pressure of 225 pounds pressure to the square inch. The tubes that hold the water before it passes into steam will also stand a very high pressure, but not nearly so high as the drum. Consequently, from this fact arises one of the important advantages of this style boiler over the old style; all danger from an explosion is completely removed. The capacity of the boiler to resist 225 pounds pressure to each square inch of its surface can never be tested, for the tubes will not stand that amount of pressure and, if for any cause the pressure should get high enough to cause an explosion, some one of the tubes would burst first and the dangerous pressure in the real boiler, the steel drum, would materially lowered. A bursting tube might cause some inconvenience and might burn the fireman if he were close by, but no very serious damage would result.

But the paramount feature of these boilers over the old style is in the line of economy. In each boiler there are about 2,000 square feet of heating surface. This is about twice as much as could be secured in the tubular style boiler. More heating surface means one roof a little over four and one-half acres of ground.

Economy of System.

Economy is further emphasized and perhaps in a more interesting way in the two inches of cement lining that are used to heat these boilers. The first economy is that only one fireman is required where otherwise two would be necessary. Both furnaces are fired automatically by a small engine that is attached to one side of the right hand furnace. This engine feeds the coal into the magazine inside the furnace by means of a worm. It shakes the coal, much like the old-time hopper of a running mill on the V shaped grates in the center of the furnace, which are kept constantly in motion, and from there it is conveyed to the ash pit, deposits what remains, first grinding all clinkers and cinders to a fine powder, into the ash pit.

The second great economy in this style furnace is, therefore, that the cheapest grades of coal can be burned. Slack coal, and of the cheapest grades of coal which cannot be used in the ordinary furnace, are burned in this and in the smokeless furnace which the Pfaudler Company is putting in its plant and which is the first furnace of its kind in Rochester.

The last feature of the furnace, and by all odds the most important in the line of economy, is the fact that it is a smokeless furnace. The chimney is used only to furnish a draught. All of the smoke that with a similar sized plant would go trailing over the city defiling the atmosphere and shutting out the sun is turned into heat. Smoke is only a volatile gas and represents wasted energy. Before the coal is placed on the grates by the engine, it is allowed to remain for a time in the magazine inside the firebox. There it is partially cooked and, as the gas escapes from it, that is burnt also along with the coke which the engine passes down on the grates.

Does Away With Smoke Nuisance.

This last feature is a very important one and represents the saving of an enormous amount of wasted energy. All of the energy to be derived from the burning of the coal is utilized. The smoke is turned into gas and none of it is wasted by going out the stack. This point is of especial interest to large cities that have been troubled for years by the smoke nuisance and is certainly one that is destined to recommend itself alike to a long-suffering public and thrifty manufacturer.

One 250-horse power Westinghouse engine has already been placed in the factory and the foundations are ready for the placing of a second one. There will no belting and no shafting in the entire factory. To each of the engines will be attached a big electric generator and every machine in the plant will have close beside it a motor to furnish the necessary power for operation.

This great factory, which is one of the three new ones that have been secured by this city in the past year and which is furnishing employment now for Rochester men and is destined to furnish employment for many more, has been erected by a Rochester contractor, H. H. Edgerton. The carpenter work was supervised by Louis Schriener and the mason work by James Beagley. The mammoth boilers are being set up by William Burns and will soon be ready for use.

TO SELL MINE

Dr C Mch. 12-1903.

Rochester Men Will Dispose of the Bagdad.

Democrat March 11, 1903

BRINGS $1,500,000

Los Angeles Syndicate To Purchase Rich Property.

FORTUNE IN DEPEW'S SPEECH

Organization of Company and Development of Mine Was the Result of Remarks Made by the Senator at a Dinner in Rochester Four Years Ago.

By Special Wire to The Herald.

Los Angeles, Cal., March 10.—Several capitalists and railroad men from New York City and Rochester have arrived here to close the sale of the Bagdad mine on Mojave Desert to a Los Angeles syndicate for $1,500,000.

The Bagdad mine, which many believe to be the richest mining property in Southern California, came into existence as the result of an after dinner speech by Senator Chauncey M. Depew at a business men's banquet in Rochester four years ago. Senator Depew told of an old California prospector, who had impoverished him for a "grub stake" to enable him to prospect a claim on the Mopave Desert.

Before the party broke up a number of those present formed a pool to send the prospector on a six months' trip. The original syndicate consisted of Senator Depew, Lewis Eitten, second vice president of the New York Central; J. R. Beckley, R. E Chase, J. H. Steadman, E. F. Brewster, E. P. Allen, T. J. Devine and Josiah Anstice.

The result was the development of the Bagdad mine, the sale of which will be commemorated here to-night by a dinner at which all except three of the eight men will be present.

WANT TO LOCATE HERE.

Democrat 3/14/03

Manufacturers Write to Secretary Ives of Chamber of Commerce.

Secretary Ives, of the Chamber of Commerce, has received a number of letters from manufacturers asking what inducements can be offered by the city for them to locate here, or to contemplate moving. The Gem Specialty Company, of Utica, employing fifty girls and a number of men, wants to locate here if sufficient inducement is held out. The Knickerbocker Cut Glass Company, of Corning is another concern that wants to move to this city. It employs twenty-five skilled mechanics, and would double that number within a year. The United States Cigar Company, of Pittsburg, Pa., also wants to establish a branch here.

The Vaughan-Monnig Show Company, of Jefferson city, Mo., writes that if the city will provide a building and put up a bonus equal to the cost of moving it would consider coming to this city. Mr. Ives says that if any citizens are looking for a place to invest their money he has a number of schemes on hand that are worthy of consideration, which he would willingly explain to anyone. The letters of the various concerns will be submitted to the trustees at their next meeting for action.

GRAY GETS A MEDAL.

Democrat 3/14/03

Reward for Heroic Work of Charlotte Life Savers Last December.

A dispatch from Washington says that a gold life saving medal has been forwarded to Captain Gray, of the Life Saving Station at Charlotte. After the heroic work of Captain Gray and his men in rescuing the crew of the wrecked John R. Noyes, last December, it was thought by many citizens of this part of the state that he should receive some fitting reward. Congressman Perkins took the matter up and brought it to the attention of Superintendent Kimball, of the Life Saving Service, and Secretary Shaw. The Washington dispatch follows:

Washington, March 13.—On the recommendation of Superintendent Kimball, of the Life Saving Service, the Secretary of the Treasury has forwarded a gold life saving medal to Keeper George N. Gray, of the Life Saving Station at Charlotte, N. Y., for "extreme and heroic daring in saving life from the perils of the sea."

On December 15, 1902, Gray with his crew, in the face of extreme personal danger and great suffering, effected the rescue of four men and one woman from the schooner John R. Noyes, which was wrecked near Lake Ontario on that date, twenty-three miles from the Charlotte station.

Gray and his men were under oars constantly for fifteen hours, rowing about sixty miles in an open boat and in a heavy winter sea, and, says the Secretary in his letter to Keeper Gray, "exhibiting great bravery, discretion, skill and sound judgment."

This rescue is regarded by Superintendent Kimball as one of the most remarkable in the history of the service.

Dr C Mch. 12-1903.

ALL FAVOR THE PLAN FOR PARK

THINK RILEY TRIANGLE SHOULD BE PURCHASED.

BUT WANT BILL AMENDED

Public Improvements Committee of Chamber of Commerce Thinks the Purchase Should be Permissive, Not Mandatory.

A meeting of the Public Improvements Committee of the Chamber of Commerce was held yesterday afternoon to consider the sentiment concerning the purchase of the Riley triangle, at the corner of University avenue and Main street, for park purposes by the city, as provided in the bill introduced by Senator Lewis. There was a large attendance of members of the committee, of which Louis N. Stein is chairman, and the Park Board was represented by Commissioners Maine, Newell and Chapin.

The meeting was held behind closed doors. At its conclusion the announcement was made that the sentiment in favor of buying the land for park purposes was almost unanimous, there being but one or two members of the committee who opposed the plan.

There was one serious objection, however, in the minds of all, and that was concerning the wording of the bill introduced by Senator Lewis. According to the bill the city is directed to buy the land, either by condemnation or otherwise, whether it wants to or not, whereas the members thought it ought to provide simply that the city be permitted to purchase the property. This question of having the bill permissive instead of mandatory was considered of great importance by the members of the committee.

Park Commissioner Frank G. Newell, when seen at the close of the meeting, gave his opinions as expressed in the meeting. He said that he was heartily in favor of obtaining the triangle property for a park, either by direct purchase or by condemnation proceedings. Said he:

"The bill introduced by Senator Lewis provides that the land shall not cost more than $30,000, including embellishments. The embellishments will cost at least $5,000, which leaves $25,000 for the cost of the property. The land in question is assessed at $18,000, which is supposed to be three-fourths of its real value. These figures show that if $25,000 were paid for the land there would be no steal or extortionate prices connected with the deal.

"The objection is made that the project is being put through for the benefit of adjacent property owners, but this protest is overcome when it is known that the value of none of the property adjacent to the city parks, on which thousands of dollars have been spent in years past, has been increased for twenty years.

"The only change that we want made is in the manner provided for the purchase of the land. We want Senator Lewis to change his bill so that it will give the city permission to purchase the property needed, instead of ordering it to do so."

Park Commissioner Charles T. Chapin said that he believed in purchasing the property for park purposes at the lowest possible figure under condemnation proceedings. Said he:

"I have passed the piece of property in question three or four times a day for the past seventeen years. It has always been an eyesore to me and ought to have been made over into a park long ago."

It is probable that a meeting of the Executive Committee of the chamber will be held sider coming to this city. Mr. Ives says that if any citizens are looking for a place to invest their money he has a number of schemes on hand that are worthy of consideration, which he would willingly explain to anyone. The letters of the various concerns will be submitted to the trustees at their next meeting for action.

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MISUNDERSTOOD BY THE MAYOR

M'CLINTOCK'S IDEA AS TO ANALYSES OF WATER.

OF VALUE TO THE CITY

Democrat 3/14/03

The Commissioner Says That the Mayor's Plan Shows That He Failed to Grasp His Suggestions for Determining the Value of Water.

At a recent meeting of the Board of Contract and Supply, Commissioner McClintock submitted a request for an expert analysis of Lake Ontario and Hemlock lake water. The request was apparently turned down, but yesterday the Mayor announced that weekly analysis would be made by City Chemist Ellinger with a view of obtaining data for a comparative report on the subject.

According to Commissioner McClintock, the Mayor has not understood his suggestion in any way. The Commissioner said last night:

"The Mayor entirely misunderstands what was asked for by me, and which was indorsed by the Board of Trustees of the Chamber of Commerce. The analysis he proposes to have made by Mr. Ellinger and Professor Dodge will be of value if they are made as they should be under the direction of the City Engineer. They will add to the material already available for the study and discussion for which we ask.

"He has the idea of a lawyer that 'a comparative statement' can be compiled from the analysis. What we want cannot be compiled, but must be reasoned out and discussed by an eminent chemist of the broadest experience in business and manufactures."

Commissioner McClintock further explained that what he wanted was experiments made by a chemist of very broad experience in the use of water for commercial purposes. "Water," he said, "has just as much of a distinctive value as any article of commerce, such as soap or oil. And its value varies in just the same way. Manufacturers come here and ask us what we sell the water for and we tell them fourteen cents a thousand gallons. Then they answer, 'Well, we can get it cheaper in other places.' If we knew from reports of an expert chemist just what value this water is for commercial purposes, it would not be difficult to explain that the fourteen cents we ask is cheaper than the lesser price asked by some other city."

The commissioner's position was well stated in his address to the Board of Trustees of the Chamber of Commerce recently. After his talk there, the Trustees recommended to the Board of Contract that his ideas be carried out. Recently, Professor Lattimore, of the University of Rochester, in a conversation with Mr. McClintock, also heartily indorsed his views. Before the Chamber of Commerce trustees, the Commissioner said:

"The water supplied to the city of Rochester is of the very best quality and accordingly constitutes one of the advantages to manufacturers. In fact, the purity and relative softness make possible the carrying on of many lines of manufactures that otherwise would not be possible. It is of especial value for use in steam boilers, laundries, lens grinding, manufacture of photographic materials, making of beer, etc., and this can be demonstrated from the practical experience of manufactures. The water supply of Rochester constitutes one of the splendid endowments of the community.

"It is stated that the average life of a set of tubes in a locomotive boiler on the Pennsylvania Railroad is about two years, while on the New York Central & Hudson River Railroad, on the western division, it is said to be about six months. It has been estimated by high English authority that if London was supplied with water as soft as that of Hemlock lake, it would save the people more than $2,000,000 per year in soap, soda, tea, coffee and chemicals.

"Some cities supply water at a cheaper price than Rochester, but as none supply water of a better quality, it wouldn't be advantageous to have a thorough study and discussion made by a first-class chemist as to the relative value of Hemlock lake water, Lake Ontario water and of the waters supplied to some of our sister cities."

Lake Water to be Analyzed Weekly.

City Chemist Ellinger hereafter will make a weekly report of the analysis of samples of water from Lake Ontario and Hemlock lake. These analyses are in accordance with a suggestion made by Commissioner McClintock and the Chamber of Commerce on a conference recently held. Particular attention will be given to Lake Ontario, and it will be a task of some magnitude, as water is to be taken at various points and at various distances from the shore.

Dr C. March 18-1903.

Want Grand Convention.

The Chamber of Commerce will aid in an attempt to secure the naming of Rochester as the place for the holding of the national convention of the Patrons of Husbandry. Albany and Syracuse are working to get the convention. E. B. Norris of Sodus, who is chairman of the Executive Committee of the National Grange, is anxious to have the convention come to Rochester. About 2,000 people attend the conventions, which are held during the second week in November.

TEN BILLION IN A CANAL SCHEME

Memorial Sent to Senator Lewis Urges a Continental System of Deep-Sea Waterways—What It Would Cost.

LAKE FREIGHTERS IN SERVICE YEAR ROUND

One of the Arguments Advanced Is That More Than Half the Best Steel Ships in the Country Are Imprisoned Above Niagara Falls.

New York, March 13.—A memorial signed by about 200 business men of New York was presented to State Senator Merton E. Lewis today, approving his resolution introduced in Albany asking Congress to complete surveys for a canal thirty feet deep between the Great Lakes and the Atlantic tidewater. At the meeting a resolution was adopted favoring an international convention and a national continental association to promote the construction of deep waterways and the "canalization" of rivers.

The statement was made at the meeting that more than half the best steel ships of the United States are imprisoned above Niagara Falls, and are idle, from December 15th to April 1st.

TEN BILLION WANTED.

It was said that ten billion dollars would construct a continental system of deep sea canals and the canalization of rivers and create water power equal to 50,000,000 horse power. The proposed canal system would give American vessels absolute control of the foreign commerce of the continent without subsidies and, therefore, save the $250,000,000 for subsidies proposed in the Hanna-Frye bill.

Senator Lewis said he thought it would be well, before the State of New York enters upon the policy of constructing a 12-foot barge canal at an expense of $100,000,000, that all practicable means should be exhausted to induce the federal government to continue the work it began in 1897, and to ascertain definitely whether the national deep water canal can be constructed

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HERALD, TUESDAY MONDAY AFT

BIG PUBLIC HALL

Citizens Asked To Build Hall To Seat 3,500.

INITIAL STEPS WERE TAKEN

Governing Board of Masonic Association Voted Last Night To Begin Work of Getting Stock and Subscriptions— Hall Will Be Erected by Citizens for the Use of Public.

The governing board of the Masonic Temple Association held a large and enthusiastic meeting last night in the Surrogate court room of the Court House and decided by a unanimous vote to inaugurate a citizens' movement to build a public assembly hall that will seat 3,500 people, adjoining their new temple on Clinton Avenue North.

President Benton called the meeting to order and Charles F. Owen presided. After a long and thorough discussion of the question, the meeting was adjourned to Thursday night, when a larger meeting will be called, consisting of the governing board of the Masonic Association, all past officers of Masonic bodies, and a large number of the prominent citizens of Rochester. At that meeting the plans and initial steps to build the assembly hall will be made, and following it all the citizens of Rochester will be asked to subscribe stock and to become members of the corporation that is going to build the hall.

A special effort will be made to get all the business men and men of public spirit in Rochester to take stock in the corporation. It is hoped to build as a Masonic hall, but as a public hall for the use of the public and for the promotion of the business interests of Rochester. No Masonic emblem will be placed on the building and it is to be distinctly understood that the building is not to be a Masonic building, but a building belonging to the citizens of Rochester irrespective of society affiliations.

The work will not be begun until the full amount of stock and subscriptions are all advanced. At Thursday's meeting the plans will be discussed.

Rochester has felt the need of a large public assembly hall for years and the work has at last been taken up by the governing board of the Masonic Association. The members of the board are public spirited men and they feel that with the aid of all the public spirited men in the city, such a hall can very readily be built. At the present time the National Grange Association is contemplating the holding of their great meeting here, and, in fact, the only reason that exists that causes the association to hesitate is the need of an assembly hall of a sufficient size. Rochester has lost many national meetings of large bodies in the past for this same reason.

An additional reason that has prompted the Masonic association to inaugurate the movement is the fact that it feels that it already has the site and is in a position, better than any other organization, to aid the work. The site adjoining the new Masonic Temple was the one selected by the Chamber of Commerce when it contemplated the erection of an assembly hall. It is one of the best sites for the building and the Masonic association has one side of the hall already erected, and it will only be necessary to put up the other three sides. The hall of the Masonic Temple can be used for one side of the assembly hall.

This, besides already owning the site and one wall, the association has the iron and steel work necessary for its construction and can use the boilers and engines already installed in their temple, without any further enlargement, to heat and light the new assembly hall.

At the meeting last evening many of the members of the governing board, who had already subscribed for the new building that had been contemplated, doubled their subscriptions for the new building. The work of stirring up public interest in this long felt need was begun last night and is to be carried on until the amount necessary has been advanced to put up the building.

The capacity of the new hall is planned to be made about 2,500. The site that association already owns may not be quite large enough for the erection of a building of this size. In that case the wall will have to be enlarged, and it has already been found that this can be done.

LIQUOR MEN OBJECT

PROTEST AGAINST INCREASE IN THE LICENSE RATE.

Alderman Kelly Says It Will Drive Out 25 Per Cent of Saloons—Senator Armstrong Non-Committal—Alderman Baker on City's Loss of Revenue.

Alderman Kelly, Senator Armstrong, William F. Balkam, Aldermen Baker and Tanner, were the principal speakers at a union meeting of the brewers and saloon men of the city held Saturday afternoon in the Chamber of Commerce rooms for the purpose of protesting against the proposition to increase the liquor license fee 50 per cent. all over the state. This would mean a rate of $750 in Rochester.

Alderman Kelly said that if the proposed advance ever takes effect 25 per cent. of the 600 saloonkeepers in Rochester will be compelled to go out of business because they cannot pay $500 now without assistance. Alderman Kelly is a democrat and opposed to the Raines law as a matter of political policy. Alderman Baker is a republican but he said he opposed the bill because it is proposed that hereafter the state shall take half the excise revenues, whereas under the present arrangement, the city received two-thirds and the state one-third. He thought that proportion should be maintained.

Senator Armstrong was asked to tell where he stands on the bill but politely assured his hearers that he did not propose to commit himself in advance. He did venture the assertion, however, that license rates were higher in Massachusetts and half a dozen other states than in New York. He charged that the New York and Buffalo legislators had combined to help pass the barge canal bill and that if the latter proposition were defeated the proposed license bill might be also. The senator told his hearers very frankly that if public sentiment did not favor the increase in the liquor license it never would go into effect.

Assemblyman George H. Smith said he had so little experience at Albany that he was not qualified to advise.

Alderman Kelly demanded that Senator Armstrong announce his position. "If we go to Albany we will be asked, 'Where do your Monroe county senators stand?' I have authority for saying that two republican negative votes will kill the bill in the senate and thus end the matter, Senators Armstrong and Lewis can give us these votes."

Again the senator from the forty-fourth declined to commit himself.

It was finally decided that a committee representing the saloonkeepers and the brewers, be directed to go to Albany on Wednesday and oppose the proposed bill at the legislative hearing.

Secretary Ives has received from John Bradley, the secretary of the Rochester Brewers' association this letter, and this afternoon complied with the request. It is not known yet when the committee will meet:

"The Brewers' association of the city of Rochester wish me to communicate with you in reference to the proposed legislation regarding the license tax on the retail liquor dealers of the city. They wish me to represent to you that they consider it a matter that should be acted upon by the manufacturers' committee of the Chamber of Commerce, for the reason that this matter not only affects the liquor dealers alone, but the city of Rochester as a whole as there is every good reason to believe that about 40 per cent. of the liquor dealers in this city will be thrown out of business by the raising of the tax, as some old and good customers of the breweries are only kept in business by the brewers advancing the license money yearly, they being paid back by installments, and it is our experience that a great many of those good people and very good customers selling beer almost alone are just about able to do so, and as soon as the brewer finds he is going to make a loss on his license money as a matter of policy he will have to withdraw it and the liquor dealer will have to go out of business as a consequence, if he cannot raise the money somewhere else. For the past five or six years the brewing business in the city of Rochester has been so disturbed by the legislation that the brewers have just been able to make both ends meet, and I need not tell you that if heavier encumbrances are put upon them that it will more or less affect the financial situation of the city of Rochester. We make this appeal to you for the reason that we think on the whole this is a matter which vitally affects the city of Rochester, as the brewers distribute in one way or another between $2,000,000 and $2,500,000 each year."

Alderman J. Miller Kelly and Secretary John Bradley of the Brewers' association went to Buffalo to-day to confer with the officials of the Brewers' association in that city, with a view to getting their co-operation in the fight which they will make at Albany this week when the bill comes up for a hearing.

PEACE PACT

Mayor Made Terms With Organization.

BREAK AVOIDED

Thomas J. Neville Promoted To Succeed J. Y. McClintock.

WILL CONTINUE OLD POLICY

Mr. Neville's Appointment as Commissioner of Public Works Will Ensure a More Peaceful Ending of the Mayor's Term, as It Guarantees Organization Will Not Fight Him.

There will be no open break between the organization and Mayor Rodenbeck arising out of the forced resignation of Commissioner McClintock. At the outset it looked as if the Mayor had brought down on his head the swift wrath of the organization by removing from the City Hall the one shining organization light at the City Hall. But the Mayor stopped short of an open break by surrendering to the organization the opportunity to fill the place, and when he acquiesced in the appointment of Thomas J. Neville, the present deputy, in place of Commissioner McClintock, the break was as skillfully repaired as could be expected.

Everything started off red hot at the City Hall on Saturday by the peremptory demand of Mayor Rodenbeck for the immediate resignation of Commissioner McClintock, owing to a radical disagreement on the question of the sprinkling contract. The commissioner asked until Monday to consider the matter and to consult with friends, and this time was granted.



Thomas J. Neville.
New Commissioner of Public Works.

The excitement was at fever heat yesterday morning when business opened at the City Hall. It was known that the organization men had urged the appointment of Thomas J. Neville, but it was not known whether the Mayor would extend the olive branch. On the other hand there was the talk of the appointment of James Gosnell, an appointment that meant a wide open breach between the Mayor and the organization, that might be followed by other changes in the cabinet.

Shortly before noon it was rumored in the inner circles that Rodenbeck and Aldridge had got together that Neville would receive the appointment and a pact of peace would be signed. The Mayor did not reach the City Hall until nearly noon and on his arrival the formal resignation of Commissioner McClintock was placed in his hands, to take effect April 1. After the organization had gained the concession of Neville's appointment, Commissioner McClintock was disposed to be gracious. In his letter of resignation, he gave a pleasant word of thanks for past privileges and in conversation he had no hard words to offer regarding the Mayor.

The appointment of Thomas J. Neville was announced simultaneously with the receipt of Commissioner McClintock's resignation, both to take effect on the first of the month. The appointment was not of course a surprise. In fact, it had been persistently tipped from the start, in the contingency that the Mayor did not make a break with the organization. Gosnell and Neville were the two possibilities, the former in case there was a fight to be made on the organization; the latter if peace was declared.

With the announcement of the appointment of Mr. Neville, there remained only the congratulations of friends. The appointment was an assurance there would be no change in the policy of the Department of Public Works. The employes, who began to fear lest there was to be a repetition of the Carnahan regime, once more breathed easy; Neville's appointment insured there would be no upheavals. The calm, peaceful stream of their official life would flow along as heretofore.

Mayor A. Carter Wilder. In 1876 he was elected a member of the Executive Board that succeeded the Board of Public Works. In 1879 he was defeated in a three-cornered fight for re-election by four votes. He was then elected one of the Executive Board and continued in this place without change until 1893. He was nominated by the Republicans and defeated with the rest of the Republican ticket in the Harrison landslide. He was then appointed deputy to be promoted yesterday to the head of the department on the forced resignation of his chief.

There is left open a job of deputy, paying $2,700 a year to be filled in the near future. Mayor Rodenbeck said the place would be filled before the first of the month, but that no one had yet been even considered for the job. It would be a week at least, he said, before anything would be done. Mr. Neville when asked the same question, said he had given the matter no thought and had had no opportunity to talk over the matter with the Mayor. He said no one was in mind at the present time. There will be no dearth of candidates for this lucrative job and it is a fair assumption that an organization man will carry off the prize.

Matters will now settle down quietly again at the City Hall. Commissioner McClintock will retain his place for two weeks longer, but he will devote his time to cleaning up his personal matters and arranging for his departure. He left for New York yesterday afternoon. As soon as his resignation was accepted, and it was not known at his office how long will be his stay.

It is expected he will receive his old place on the Forestry Commission. He gave up the position of Deputy Superintendent to come to Rochester to accept a place in Mayor Rodenbeck's cabinet. But he said before he departed yesterday he had no plans in mind and had no idea what he would do after he left the present office. It is safe to stay, however, the organization will be able to take care of him in some good position.

MARCH 17 1903

THEIR HEROIC ACTION REWARDED

MEDALS FOR CAPTAIN GRAY AND HIS CREW

RECEIVED BY MR. PERKINS

Will be Presented to Charlotte Life Savers To-day—Government Recognized Gallant Work Done in Rescue of Crew of John R. Noyes.

Through the efforts of Hon. J. R. Perkins, member of Congress from the Monroe district, the members of the Charlotte life saving crew have been suitably rewarded for their heroic action in rescuing four men and a woman from the wreck of the schooner John R. Noyes, off Lakeside, on Lake Ontario, on December 15, 1902.

Yesterday morning Mr. Perkins received from the Treasury Department at Washington, a package containing nine handsome gold medals, one for each member of the life saving crew, together with a letter from the Secretary of the Treasury to each of the nine members of the crew. Accompanying the medal was the letter to Mr. Perkins, which follows:

Treasury Department,
Office of the
Gen. Supt. of Life-Saving Service,
Washington, March 15, 1903.

Hon. James B. Perkins, Rochester, N. Y.:

Sir: I have the honor to forward to you to-day by United States Express, nine gold medals awarded to the keeper and crew of the Charlotte life-saving station, as follows, in recognition of their services in rescuing, on December 15, 1902, four men and one woman from the wrecked schooner John R. Noyes, which was lost on that date in Lake Ontario:

George N. Gray, keeper; George E. Henderson, surfman; Lester D. Seymour, surfman; Ira S. B. Palmer, surfman; W. Vernon Bowling, surfman; Charles Eastwood, surfman; Frank H. Chapman, surfman; Delbert Rose, surfman, and E. E. Eggleston, surfman.

There is also inclosed a letter from the Secretary of the Treasury to each of the recipients, reciting the services for which the awards are made.

This is the case to which you called the attention of the department soon after the disaster.

I would thank you to see that both the medals and letters are delivered to the persons named, and their receipts for the medals forwarded to this office.

Respectfully,
S. I. KIMBALL,
General Superintendent.

Following is the letter sent to Captain Gray, which is similar to those also received by the eight members of his crew:

Treasury Department,
Office of the Secretary, Washington.

Keeper George N. Gray, Charlotte Life-Saving Station, Charlotte, N. Y.:

Sir: Transmitted herewith is a gold life-saving medal awarded you under the acts of Congress, approved June 20, 1874, and May 4, 1882, in recognition of your gallant conduct in effecting the rescue on December 15, 1902, of four men and one woman from the wreck of the schooner John R. Noyes, which was lost on that date on Lake Ontario.

About 5:30 P. M. of December 14th, the trainmaster of the New York Central Railroad, at Charlotte, New York, received a telegram requesting him to notify you that a vessel showing signs of distress lay at anchor about three miles off Lakeside, twenty-three miles from Charlotte, and upon receipt of the information you instantly prepared to go to her relief.

The harbor tug was frozen in the ice up the river, and therefore could not tow you to the scene, while to undertake to pull a boat twenty-three miles against a head sea on a winter night and with unmistakable omens of a storm at hand, would have been useless and foolhardy. Therefore you resolved to proceed by rail to Lakeside, thence, if possible, to reach the vessel. You promptly secured orders for a special train at Windsor Beach, and a gang of shovelers set to work to break out two flat cars standing on a siding. Owing, however, to the deep snow and other obstructions, it was nearly two hours before you could get to the depot with the wagon carrying the surf boat, and it was an hour later when the train was ready.

Before leaving, you sent a telegram to the keeper of the Oswego station, requesting him to dispatch a tug in search of the vessel, and you also telegraphed to Lakeside for teams to be in readiness for your use at that point. Your train was delayed by a freight train which held the track so that you did not reach Lakeside until 9:15 P. M., and there you found the conditions of the roads so unfavorable that sleds were necessary to transport your apparatus to the shore. The journey of four miles was accomplished with great difficulty, great drifts of snow in places at least six feet deep, obstructing your progress, while here and there were very considerable stretches swept clean and bare over which it was impossible for four horses to drag the sleds, and the crew were frequently compelled to assist in hauling them.

At 11:30 P. M. you gained the shore, and while the crew were removing the boat from the sleds you proceeded to the beach and burned a red Coston signal in the hope that it might be visible to the crew of the distressed craft and encourage them. Before embarking you also obtained from the person who sent the telegram to Charlotte, as good an idea of her position as he could give. Then launching the boat, your crew pulled outside into the heavy sea, but the weather was bitter cold and the air was so filled with thick vapor covering the water that, after you had made an offing of about a mile, you found it impossible to see a boat's length ahead. Nevertheless you kept on by compass, until about 3 o'clock in the morning, and for three and one-half hours fruitlessly continued the search, burning several Coston signals. Finally, however, the bewilderment proved so disheartening that you were compelled to wait for daylight, and therefore ordered the boat ashore.

At your request, the people of the vicinity kindled a large bonfire, which you thought possibly might be seen from the vessel, while your crew were allowed to lie down for an hour and one-half upon straw brought by the farmers. After all hands had breakfasted at a farmhouse nearby, you sent them out along the cliffs for the purpose of sighting the vessel, if possible, when daylight should break, but no sign of her was discovered and you again launched, leaving a man ashore with instructions to ascend to the top of a windmill standing on a hill, and if he should pick her up, to signal you which way to go.

As soon as he reached the top of the hill he discovered her, showing as a mere speck in the distance, and upon this signal you returned and yourself made her out very well with the aid of your marine glass. Taking note of her bearings by the compass, you again launched, and, having the wind astern, soon made a distance of ten miles or more, when the wind came brisk from the east with a strong boam sea, which compelled you to proceed in the dangerous trough of the waves, and the weather was so cold that the spray rapidly covered the boat and its occupants with ice. The conditions there constantly grew more difficult, and when you reached the wreck at 12:30 P. M. (twenty miles from land, the wind was blowing terrific and the sea was running very high.

You found the schooner and her crew in a most pitiful condition. She had lost her jibs, fore and mainsail and both anchors, and her cabin smashed in, was taking fast, and was badly incumbered with ice. She was simply a helpless wreck, drifting about at the mercy of the storm. All on board were suffering grievously from exposure, for more than fifty hours and for lack of food for upwards of thirty-six hours. They had lost hope, bidden one another good-by, and were lying on the deck, benumbed, despairing and some of them hysterical—in a little while all would have perished. Having wrapped the woman in your overcoat and provided her with mittens, your crew managed to place her and the four men in the surf boat, and as nothing could be done to save the vessel, you passed off quickly with a view to gaining the land before darkness should shut down.

Your own men were well nigh worn out, and the return trip had to be made in the trough of the sea, which compelled you to constantly head the boat up to the breakers, whereby her progress was much impeded. So little assistance was rendered at the oars by some of the shipwrecked men when they were sufficiently recovered, and after an extremely trying experience you made the shore about 4:30 P. M., a mile and a half from where you launched. There, however, on account of the formidable accumulation of ice you found it impossible to land with the boat, and your crew were compelled to carry the rescued persons ashore through the water and ice, on their shoulders. Then they pulled further down where horses dragged the boat to the sleds for transportation.

After a warm supper, kindly furnished by two thoughtful women living in the vicinity, you proceeded to Lakeside, and thence to Windsor Beach, your starting point, where you arrived about 9:30 P. M., December 15th, having been engaged in this extremely hazardous enterprise more than a day and a night without sleep, and no rest save for an anxious hour and a half spent in the open air on a bit of straw spread on the snow.

Throughout all the trying circumstances you bore yourself bravely, with discretion, great skill and sound judgment. Your foresight in ordering a tug from Oswego, telegraphing for teams to be in readiness at Lakeside, sending a lookout to the windmill, and your great care to provide yourself with ample compass bearings, evidenced remarkable prudence and sagacity—qualities most essential in a keeper—while your unflagging zeal and perseverance in the face of great personal peril, showed that you took no selfish thought of your own safety.

I find great pleasure in acting as the medium for the award of the accompanying medal, which is designed to be worn only by those of extreme and heroic daring in saving lives from the perils of the sea.

Respectfully,
(Signed) L. M. SHAW,
Secretary.

With the exception of matters which referred particularly to Captain Gray, as commander of the life saving crew, the letters to the other men are practically in the same tenor.

The medals are of solid gold, two inches in diameter and about one-eighth of an inch thick. On the face of the medals with the name of the recipient, is the inscription: "For heroic daring on wrecked schooner John R. Noyes; December 14 and 15, 1902." On the obverse is the inscription "Awarded by United States of America, Act of Congress, June 20, 1874."

The medals are suspended from a handsome gold pendant, in the form of an eagle, and each has a handsome case.

Captain Gray and the members of his crew have been notified of the receipt of the medals, and they will be presented by Hon. J. R. Perkins to-day.

LEWIS TALKS TO SAMUEL GOMPERS

SENATOR AND LABOR LEADER CLASH.

ARBITRATION BILL

Gompers Says "Compel" is a Bad Word.

LEWIS CONGRATULATED

Rochester Legislator Warmly Commended for His Speech Supporting His Arbitration Measure—Mrs. Montgomery Supports Nurses' Bill Before Judiciary Committee.

Special Dispatch to Democrat and Chronicle.

Albany, March 11.—One of the most interesting hearings held thus far this session was that before the Judiciary Committee of the Senate this afternoon on Senator Lewis's bill, which seeks to settle the problem of doing away with strikes by providing a plan of arbitration of all troubles between corporations managing public utilities and their employees. As this committee had scheduled several other important bills for hearing it was necessary to hold the session in the Senate chamber, in order to accommodate the large number demanding to be heard and the spectators.

Samuel Gompers, the labor leader, was present, and asked to be heard in opposition to the bill. Mr. Gompers's principal objection to the measure was because of what he termed its mandatory provisions. He said that organized labor did not want to be "compelled" to arbitrate and he went so far as to say that "the modern strike is a just method and the only method whereby labor can compel capital to render to labor its share in the product of the combination of labor and capital."

Spirit of Resolution.

"If you legislate to make strikes unlawful," said he, "you will force labor to take other measures more drastic to compel its rights." The labor leader shook his fists and his black locks as he uttered this. He did not explain what the "other measures" were, but there was the spirit of resolution in his tones.

Senator Lewis, who alone spoke in favor of the bill, made a wonderfully impressive speech. He took the wind out of Mr. Gompers's claim that the bill was in favor of corporations by saying:

"If any corporation favors the bill, I don't know it. So far as I know the corporations oppose it as much as labor does, for as I know I am the only person who has given it in my bill. I prepared it last summer at a time when labor troubles were uppermost in the public mind, and I introduced it because I believed then and believe now that it will be in the interest of the public. I believe that those who manage public utilities and those who labor for them owe something to the public. I believe that if a law similar to this had been on the statute books of Pennsylvania last summer, we would not have seen the trouble over the coal strike we did see, for the big corporations could not have said at the beginning, 'There is nothing to arbitrate.'"

No Better Argument.

Senator Lewis put the question to Mr. Gompers, if he did not believe such a law would have made the coal strike impossible, and the labor leader paid the Senator and his bill the compliment of saying that there could not have been the strike with such a law, that the arbitration which came at the end, after six months of struggle by contesting forces and when coal famine stared the whole nation in the face, would have come at the beginning.

Senator Lewis said he did not ask for a better argument in favor of the bill. Whether the committee will report the bill is a problem, but all the members from Senator Brackett, the chairman, down complimented Senator Lewis on the splendid argument he made.

"If I had not used the term 'arbitrate,'" said he, "I believe organized labor would be in favor of the bill. It is the word arbitrate that scares them."

The Judiciary Committee also gave a hearing on Senator Armstrong's nurses license bill. Several Albany physicians appeared against the bill. The Rochester nurses were represented by Mrs. W. A. Montgomery. Mrs. Montgomery spoke only briefly, but she made telling points in favor of the bill. She told how every other profession and trade is protected.

In Interest of Public.

"It is not in the interest of the trained nurse herself that we appear here, but in the interest of public. These nurses are secure in their work and their positions, but they feel that the public has a right to be protected against the adventurers and the impostor.

"A woman without character and without knowledge of the work may now go forth as a nurse, and you are at her mercy. Only by actual trial can you learn of the incompetency. She can tell you she is a graduate nurse and you may not be able to dispute it. She says she is and you say she is not. This bill, if it becomes a law, will compel the furnishing of information and it will do away with impostors.

Senator Armstrong also spoke briefly in favor of the bill. It is expected the Assembly Judiciary Committee will give a hearing on the Assembly bill of the same provisions next week. It is understood Dr. Ely, Dr. Whitbeck and a number of other Rochester physicians will attend this hearing and speak in favor of the bill.

Two of Senator Lewis's bills, amending the city charter, were reported favorably by the Cities Committee to-day. One was the bill authorizing the funding of the city debt, the other amends the law with reference to the Commissioner of Public Safety, in times of peril from contagious diseases.

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LIQUOR DEALERS ARE UP IN ARMS

Democrat & Chron 1/19/03

PLAN FIGHT AGAINST PROPOSED LICENSE INCREASE.

BREWERS AND RETAILERS

Two Hundred Met Yesterday and Discussed the Matter—Several Aldermen Frown on Governor's Bill. Senator Armstrong Spoke.

The Liberal Knights of this city, an organization of retail liquor dealers, and the Rochester Brewers' Association held a meeting yesterday afternoon in the Chamber of Commerce building, at which about 200 members were present. The object of the meeting was to take measures to secure the defeat of the proposed bill to increase the cost of liquor licenses in the first and second class cities of the state. The bill was agreed upon at a Republican caucus at Albany last Tuesday, and it is said that two-thirds of the Republican senators are in favor of the plan which is advanced by the Governor.

The members of the Senate and Assembly desire to establish a plan of indirect taxation which will raise a fund to wipe out the direct state tax and to construct the 1,000-ton barge canal. The plan agreed upon contains two propositions, one to impose a tax of four mills on mortgages which will raise a revenue of $12,000,000, one-half of which goes to the state and one-half to the locality where the tax is imposed. The other provision is that the liquor-tax fees be increased 50 per cent. Half of the revenue thus raised will go to the state and the other half to the locality where the tax is imposed.

The meeting was presided over by John J. Enders, of the Flower City Brewery. Alderman J. Miller Kelly, president of the Standard Brewing Company, and William F. Balham made strong speeches in opposition to the bill. Alderman Kelly made some interesting statements in his argument and called upon Senator Armstrong and Senator Lewis to let the members of the organizations present know where they stood on the matter. It will require the votes of only two Republican senators to defeat this bill, it is said, as the Senate is very evenly divided and the Democrats will oppose the measure.

Alderman Kelly said in part: "There are 900 licenses issued in Rochester at the present time, and it is a fact that the saloonkeepers of the city are unable to pay the present license fee of $500 without assistance. If the proposed bill becomes a law 25 per cent. of the saloonkeepers now doing business must quit.

"The present law gives two-thirds of the revenue raised from liquor licenses to the locality where the tax is imposed, whereas the proposed measure gives one-half of the revenue to the state. The revenue will not be increased by the new bill, but will be decreased because of the large number of saloonkeepers who will be forced out of business and the smaller portion of the money tax going to the localities.

"Investigate this matter and see if the saloonkeepers are able to pay more for their licenses. If you find that they are, then all right. Go ahead with the bill, but you will find that they are not able to do so. You will simply destroy the business of many citizens. I make the assertion that in all the 900 saloonkeepers in Rochester, there are not twenty-five who are rated by either Dun or Bradstreet at $5,000."

Mr. Balham spoke along the same lines. Among the spectators present were Alderman Baker, Tanner, Ribstein and May. Alderman William J. Baker was called upon for his opinion on the bill, and said: "I did not intend to say anything when I came here. As a member of the Common Council I think that the proposed bill should be opposed because the city will not get as large a percentage of the tax moneys as it does under the present law. I think that the city should get as much as it does now. I believe, with Alderman Kelly, that should the bill be passed, at least 25 per cent. of the saloonkeepers would be forced out of business. As the legal adviser of one of the breweries I know that the saloonkeepers have a hard time to make both ends meet. I do not believe that the senators and assemblymen from this district should be required to give an opinion on the bill at this time, before hearing the arguments for and against the measure."

Alderman Ribstein said that if anyone owned property they naturally wanted to hold on to it, but if the bill now proposed should become a law many saloonkeepers would lose their property.

Alderman James J. Tanner said: "I believe that the license fee is high enough now. I believe if we do any knocking we should do it at Albany and not here. I believe we should appoint a committee to go to Albany and protest against the passage of this bill. I am willing to go to Albany at my own expense and do all I can to defeat the bill."

A motion was then made to appoint a committee to go to Albany and appear before the committee in charge of the bill, on which a hearing will be held next Wednesday.

"Before voting on the question of appointing a committee, I move that Senator Armstrong be asked to give up his opinion on the bill," said Alderman Kelly.

Senator Armstrong took the platform and said: "It is unnecessary for me to say that I regret that you have asked me to protest against the proposed bill. I think a committee should be appointed to go to Albany and lay your case before the committee in charge of the bill. The general sentiment of the Republican members of the Legislature is in favor of this bill. All but about half a dozen have said they favored it. If you do not want the bill [illegible] I will say that in all other [illegible] license fees are higher than [illegible] New York state. In Massachusetts liquor licenses are sold at public auction and the number sold is restricted. With such a provision you would be worse off than you now are. In Pennsylvania, the license fee is $1,200. In Western states the same high rate prevails. It has been asked why the government did not tax the Gas and Electric Company and the New York Central Railroad. They are taxed and taxed heavily. They must pay an incorporation tax, a franchise tax and a tax on the business they transact. They are the most heavily taxed industries that exist. Now New York and Buffalo want the Erie canal improved. They probably have the votes to secure the passage of such a bill. They have decided, in order to get the canal improved, to favor the mortgage tax and the increase in the license fees. They will have to pay the largest share of both these new tax rates.

"The money raised by these additional measures will be more than the state needs, unless the canal bill is passed, and if that bill should be defeated then you would have a chance. Perhaps this measure may be modified. The Republican conference over this matter lasted five hours and those present realized the importance of the subject. A large majority present favored the bill at the close of the conference. If any other source of revenue to the state can be found, this bill may be made unnecessary. The Republican members think that the license fees now are lower than they might be. I have no desire to do anything which will drive anyone out of business.

"I do not think it fair to compare the liquor business with other occupations, such as a hardware business and others which have never been licensed. If public sentiment does not sustain this bill then it will never be passed, but you must distinguish between public sentiment and the sentiment of those interested in the liquor business."

Assemblyman George H. Smith said that he had but little experience at Albany and was not qualified to advise on the matter. "Senator Armstrong has expressed my views better than I could do it myself," he said.

It was announced that Assemblyman Eugene J. Dwyer was ill at home and could not attend the conference.

Alderman Kelly again took the floor and said that while a committee to protest against the passage of the bill at the legislative hearing at Albany was a good thing, he had experience in such matters and wanted to know what such a committee could do at Albany with their home affairs in the condition they were at present.

"If we go to Senator Hill of Buffalo, or to Senator Raines, or Chamberlain, and ask them to help us, they will be sure to say: 'Well how is Senator Lewis and Senator Armstrong on this matter? If they are with you something can be done.' Then we will have to tell them that we don't know where they are. If our own senators will help us out we won't have to go to others. I believe, however, that they should not be compelled to give us an answer to-day. They will have a chance to think it over between now and next Wednesday."

Senator Armstrong replied that the matter could not be decided by a small meeting of this kind. He said: "You can assure me of the sentiment of the brewery and saloon interests, but I represent all the people of the district. There are 10,000 people in my district, and there are very few of them here to-day. The Liberal Knights and Brewers' Association cannot decide this matter. You should get other organizations to express their opinion."

John Bradley, secretary of the Bartholomay Brewing Company, said: "There is no time to obtain an expression of public sentiment before the hearing on Wednesday. I suppose the Senator knows that public sentiment will pass on this bill at the next election."

Alderman Kelly said that when the Raines bill was passed the brewers and saloon men sent to Albany one of the largest petitions which ever went out of this city. It was signed by many business men of prominence, and it had no effect. There was the public sentiment the Senator asks for.

Senator Armstrong made the statement that when the license fee was raised to $500 from $250 it caused a reduction of the number of saloons in the state of 20 per cent., and the legislators figured that if the rate was raised to $1,000 the number of saloons would only be decreased 10 per cent. Alderman Kelly said that the number of saloons in this city was cut down at least one-half by the passage of the Raines law, and if this bill is passed then they will be reduced at least 20 per cent. If the number of saloons is decreased the breweries will have to discharge many men, and the cigarmakers and soft drink manufacturers would also employ less help. The laboring interests would be seriously affected.

Finally, it was decided to have a committee appointed by the associations to present the case of the liquor men of Monroe county at the legislative hearing next Wednesday at Albany. A telegram from the brewers and maltsters of New York city was received, in which it was suggested that Republican friends of the liquor men be sent to Albany on the committee. The make-up of the committee is left to the discretion of the association.

Rochester Chamber of Commerce.

DEAR SIR—Enclosed please find a booklet briefly detailing a few of the achievements of the Chamber since its inception, also a blank membership card which please have filled out by some business friend not now a member.

With its membership increased the work of the Chamber could be greatly advanced and the city advertised in the wholesale manner its merits demand—(Cleveland spends $30,000 annually in this propaganda; with what remarkable results you know).

Every business man having the good of Rochester at heart should be willing to contribute in some degree of his time and money toward the city's advancement and not selfishly permit his neighbor to continually give for that which is of benefit to all.

The Chamber boasts of the finest rooms in the State outside of New York City, coupled with a well equipped reading room and library, which you are cordially invited to make use of. Inspiring views of the city and surrounding country can be enjoyed from the rooms of the Chamber and to which your visiting friends will always be welcome.

Please remember the monthly meeting of the Corporation which takes place on the first Monday evening of each month. Interesting and instructive addresses are given, followed by a social hour and luncheon. There should be a larger attendance. Will you not show your interest by your presence.

Yours respectfully,

John M. Ives

Secretary.

NATIONAL GRANGE MAY MEET IN ROCHESTER

E. B. Norris, of Sodus, Chairman of the Executive Committee, Working to That End.

Democrat 3/19/03

Co-operation of the Chamber of Commerce, has been pledged by Secretary John M. Ives, to E. B. Norris, of Sodus, chairman of the executive committee of the National Grange, Patrons of Husbandry, in obtaining for Rochester, the next convention of the national association. Mr. Norris, as chairman of the executive committee, is naturally anxious that the national society should come to Rochester for its annual meeting, and is working toward that end. Mr. Norris says that the convention was held in the West last year, and that in the nature of things it should come East this year. Albany and Syracuse think so too, and have extended invitations to have it meet in those cities.

Secretary Ives has offered the Common Council chamber for overflowing meetings, having succeeded in getting the promise that it will be given by the city for that purpose; should the convention be held here; he has pledged the use of the Chamber of Commerce, and the chamber has agreed to secure free for the grange, the use of Colonial hall for its initiatory exercises. It is necessary to have a hall for this purpose that will accommodate 1,000 people.

The grange attracts 2,000 people to its national meetings, which are held during the second week in November.

CAPT. SIMMONS A CANDIDATE.

Wants to be State Corps Commander of Spanish War Veterans.

Members of L. Bordman Smith command, S. S. W. V., held a smoker in the armory last night and entertained representatives of commands in Buffalo and some local G. A. R. men. Through Judge Albert R. Smith, of Tonawanda, who is a candidate for judge advocate-general of the state corps, the candidacy of Captain C. A. Simmons, of Smith command, for state corps commander, was announced.

Addresses were made by Captain A. B. Gilfilan of Heughes command, Buffalo; F. H. Rogers, local command; Captain O. G. Victor of Bruso-Chauncey command, of Buffalo; Secretary John M. Ives of the Chamber of Commerce; Captain Theodore S. Pulver, James L. Whitley, Colonel Joseph P. Cleary, and Colonel Henry S. Redman. The latter two favored admitting the S. S. V. and the S. W. V. to membership in the G. A. R.

Both Feb 17th Mon

IVES OPPOSES BILLS.

Secretary of Chamber of Commerce Appears at Women's Labor Hearing.

Albany, March 18.—"Why was it that soldiers of the same race as those that charged three times up Bunker Hill in the face of a withering fire were shot in the back while fleeing before the enemy in the Boer war?" cried S. B. Donnelly, of the New York Board of Education, at the hearing to-day before the Senate Judiciary Committee on the woman and child labor bills.

"It is because the mothers of the English people have been deteriorated by long hours and bad conditions of factory work. The nation that supplied the cotton kings and iron masters of the past generations has had to take second place in industry and this is one of the chief causes."

Mr. Donnelly declared that working women were exceedingly subject to diseases of a catarrhal nature due to the long hours and unfavorable conditions of their work.

There were appearances against the bill on the part of E. W. Bloomingdale, representing many department stores, and Secretary Ives, of the Chamber of Commerce, of Rochester.

WANTS TO MAKE PICKLES.

Dem. March 1-1903

Firm Sent Representative Here to Look Over the Ground.

Secretary Ives, of the Chamber of Commerce, was busy yesterday talking pickles to a representative of a large packing concern which contemplates establishing a branch in this city. The concern in question is Alart & McGuire, of Philadelphia and New York. This house manufactures pickles, catsup, salad oil, vinegar, sauce, olives and mustard, imports olives, pickles, sauerkraut and onions and packs all kinds of table condiments. It has factories and salting houses in fourteen different parts of the country and offices in New York and Philadelphia.

A short time ago Mr. Ives, hearing that the company was considering establishing another branch in some locality where pickles could be made a specialty, wrote the firm telling them the advantages of settling in Rochester. The firm sent on a representative, Merritt Horton, who has been in the city for the last two days looking the ground over.

Yesterday visits were paid a number of commission men, and it was found that the best pickle growing region in this section was about Union Hill and Webster. Mr. Horton will go to these places to-day to find out what would be asked for 150 or 200 acres of land on which to grow pickles. In case the land is secured it would be the plan of the concern to establish a warehouse in or near this city and bring the raw material here for working.

The Rochester Chamber of Commerce.

AS A MATTER OF RECORD for members of the Chamber of Commerce and others, the following is a brief statement of a few of the most important acts of the Chamber since its organization:

To illustrate the work it has done for the city at large, the Chamber, in 1890—after strenuous opposition—when the Common Council were about to grant a franchise for nothing to the re-organized Street Railway Company, secured from the Railway Company a definite agreement, in addition to paying a tax of $5 per car annually, to put conductors on the cars after 1892; to issue transfer tickets after 1892; to pay 1 per cent. of the gross receipts from 1892 to 1907 and 2 per cent. of the gross receipts from 1907 to 1967; to operate all the lines by electricity within a limited period. The report concluded with the statement that "it is believed that, under the agreement to pay 1 per cent. and 2 per cent. of the gross income, the Company will pay the city fully $2,000,000 before the expiration of its franchise."

For many years the subject of express rates to and from Rochester occupied the attention of the Chamber, but until 1895 little or no progress had been made. At the first meeting that year of the Committee on Railroads and Transportation, a resolution was passed empowering a member of the Chamber to go to New York and interview President Fargo of the American Express Co., and the leading officials of the other companies, and endeavor to secure a reduction of the rates.

Under the old schedule, the charge per hundred pounds from New York was the same to Buffalo

and Rochester, and vice versa—$1.25. Our representative succeeded in getting the rate to and from Rochester reduced to $1.15, by which a saving is effected to local merchants and shippers of fully $25,000 per annum—double the amount of the entire cost per year of conducting and maintaining the Chamber of Commerce.

During every session of the Legislature, the Committee on Legislation of the Chamber has not only kept a close watch on affairs at Albany, but frequently has sent delegations to the State Capitol to prevent or circumvent legislation inimical to mercantile or manufacturing interests, and has every winter rendered conspicuous service in helping to nullify attempts from all over the State to pass vicious or improper measures introduced by demagogues to injure trade and manufactures. The service performed by the Chamber in this regard alone would sufficiently repay the small individual dues, if no other reason existed for its being.

The Dansville people in 1897 appealed to the Chamber to aid in getting the Dansville & Mt. Morris Railway to resume operation. They did not appeal in vain, and by reason of prompt and intelligent joint action, invoking the power of the courts and otherwise, the road is now running, and in a measurable degree, fulfilling its functions as a common carrier.

The Chamber of Commerce procured appropriations by the State to the amount of more than $30,000 for surveys and plans for a storage dam in the Genesee river.

Practical settlement of the former vexed question of additional water supply from Hemlock Lake was brought about, in great measure, by this Association in inviting and conducting public discussion on the subject.

Location of the Appellate Court in this city was vigorously and successfully sought by the

Rochester Chamber of Commerce sending committees to Albany and otherwise furnishing facts and arguments for locating it here.

The boot and shoe industry of Rochester was threatened in 1895 with the infliction of a severe and expensive condition, imposed by the railway transportation lines endeavoring to compel shippers of boots and shoes to strap their boxes—a discrimination which, if persisted in, would have cost Rochester boot and shoe dealers many thousands of dollars annually in addition to what they already pay for shipment of their goods. Through prompt and vigorous action on the part of this body, and application to the Interstate Commerce Commission, the railroads reconsidered their action.

The Postal Committee of this body in 1896 secured abolition of charges on telegrams within the city, but outside of certain arbitrary geographical limits fixed by the telegraph companies. This relief from an old and annoying relic of village conditions, received due acknowledgment from all business men.

While Buffalo and Depew sought to secure location of the Merchants' Despatch Transportation Company shops at either of those points, this Chamber made even more energetic and, as the sequel proved, more satisfactory efforts to retain them here or locate them at Despatch, where they are now in operation, and which is now a flourishing and valuable manufacturing suburb of Rochester.

During discussion of the Raines Bill in the Legislature in March, 1896, the Rochester Chamber of Commerce took an active part against the original proposition, that the State should retain one-half the amount collected for liquor and beer licenses, the municipalities getting the other half. This body, through its Committee on Legislation, passed a resolution, which was immediately sent to Senator Parsons, that section 13 of the Raines Bill

should be so amended as to provide that the State should retain only one-third of the revenues of all taxes and penalties under this bill, and the counties the remaining two-thirds. Senator Parsons took hold of the subject with characteristic energy and eventually succeeded in securing the amendment proposed by this Chamber, which in fact had been suggested in no other quarter. As an illustration, showing what the city gained by the amended law, we give the following figures: The amount of revenue for the issuing of tax certificates within the city limits from May 1, 1902, to February 10, 1903 (being about nine months of the present fiscal year), was $181,896.69, or, say $227,370.86 for the entire year. One-half of this amount is $113,685.43. One-third of it is $75,790.28. Thus the annual saving to this city secured exclusively by the original efforts of the Rochester Chamber of Commerce in license revenue alone, amounts to the considerable sum of say, $37,895.15, or more than $250,000 since the passage of the bill.

The Chamber of Commerce did much toward bringing about the amending of the law of 1861, relating to the Board of Education and providing for the election of five School Commissioners.

The Chamber of Commerce aided materially in reducing railroad rates on the Falls Branch of the New York Central Railroad.

The Chamber of Commerce, assisted by local representatives, has twice defeated the State Constabulary Bill, thus saving to Rochester, hundreds of thousands of dollars, to say nothing about the saving to other municipalities.

The Executive Committee has several times in the past, been called in by the Financial Committee of the Common Council and by the City Administration for advice.

The Executive Committee of the Chamber made several visits to our public schools in 1899

and elicited much valuable information which resulted in repairs and larger facilities.

By the combined action of the Chamber, Postmaster Graham and Senator O'Grady, arrangements were made and carried out for a regular time service of a mail train by which mail matter from New York is now delivered early in the morning.

The Chamber of Commerce through its members, contributed nearly $4,000 to aid the sufferers of the Galveston Flood. It did the same for the Johnstown sufferers, and ever stands ready to extend its aid in times of stress and calamity.

The magnificent reception to General Otis on his home-coming from the Philippines, and which brought 75,000 visitors to Rochester, would not have occurred but for the Chamber of Commerce.

The Chamber of Commerce originated the plan which made possible free music in the public parks of the City on Saturday and Sunday afternoons during the summer months, and which compelled an extension of the trolley lines into Seneca Park East, and another line will be built the present year into Genesee Valley Park.

By its firmness at a critical time, the Rochester Chamber of Commerce in refusing to sanction a proposed compromise between the Rochester Street Railway Company and the City saved to the taxpayers the munificent sum of $214,000.

The Chamber last year successfully arbitrated a growing difference between the master brewers and their employees, secured a mutually satisfactory contract for two years, and stands ready to arbitrate when requested, any similar disagreement.

The Chamber did much toward inducing Major Symons, U. S. Engineer, to relinquish his proposed plan of narrowing the harbor at Charlotte and for which an appropriation had been made by the National Government.

The Chamber has given much time endeavoring to solve the problem for cheaper water for manufacturers, and has asked that all water be metered, and supplemented its request by a petition from a majority of the city's largest taxpayers.

The Hall of the Chamber is given free to conventions coming to Rochester, and very many times the Chamber has entertained visiting delegates. The rooms of the Chamber are used almost daily for meetings of the Committees of different Associations and Corporations.

A book is ever open in the Chamber in which is listed real estate, buildings to rent for manufacturing purposes, etc., without expense.

The Chamber is continually expressing broadcast all over the country, illustrated literature regarding Rochester, thus advertising the City, and calling attention to its manifold advantages as a city in which to live and do business.

The Chamber is open continuously from 8 A. M. to 6 P. M. every business day in the year to entertain visitors, answer innumerable questions and boom Rochester.

During the winter months, instructive and entertaining addresses are regularly given on subjects of deep interest to everybody having the good of Rochester at heart.

The Annual Dinner given by the Chamber of Commerce is national in its scope and influence. No other city of the size of Rochester in this Union gives a dinner so well attended, or one which has been honored by the presence of so many great men. By this means, men of National reputation and influence have become personally acquainted with Rochester and its representative business men.

The Chamber of Commerce has justified its existence by having directly saved to the city the entire cost of its maintenance many times over.

The Chamber is continually working for

Water Storage, Deep Water-ways, the controlling of the Genesee river when in flood; a Convention Hall; a Public Market; a New Armory; a better harbor at Charlotte, and many other important improvements, and will secure them. We ask your aid. Anybody can find fault, but it requires work and persistence and sacrifice to bring things to pass.

Criticism of the Chamber is made by members who have seldom attended its meetings, and know nothing of its work, or by outsiders who have a misconception of this organization and are generally ignorant of what it has accomplished.

John M. Ives

Secretary.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

TO STOP FLOODS

Immense Storage and Safety Dam Designed for Genesee.

WORK OF FLOOD COMMISSION

Herald March 26 03

George W. Rafter Read an Interesting Paper Before the Rochester Engineering Society Last Evening—The Value of Water Power Will Be Greater Than Agriculture.

"It is my opinion," said Robert Cartwright last night at the monthly meeting of the Rochester Engineering Society in Reynolds Library, "that when private enterprise does a job it does it to make money, but when the state or the government does the same job, it is done to do the people out of money and put it in the hands of politicians. That is the reason why I want to see private enterprise take up the work of building the storage power dams on the Genesee. If the state ever gets in it the people will never see their money. Just you let them put this new canal proposition before the people and see what they do with it."

The occasion of the remarks by Mr. Cartwright was the general discussion of a paper that had been read by George W. Rafter on "The Work of the New York Flood Commission." A short business meeting preceded the reading of the paper in which five new members were elected to the association. Mr. Rafter said in part:

"The river system of New York State is interesting from whatever point it may be viewed—whether it be considered merely as a drainage system, or as a part of a system of international communication. In this paper it will be considered chiefly with reference to the disadvantage of floods. On this line it is noted that the configuration of the state is such that the chief river systems are inseparably bound up with the history of the occupation of this territory by man. The first settlements were made in the river valleys.

"From time immemorial the Mohawk Valley has been the highway of commerce between the East and the West. Here the Iriquois warrior journeyed back and forth, and here the Dutch patroons, with the fur trade, built up the beginning of what is now a vast interstate commerce. But while the Mohawk River has been the track of commerce from an early date, it has nevertheless presented difficulties which have thus far been insurmountable. In flood time its flows have been very large, submerging everything, while in dry time so little water runs in the stream as to hardly float a birch bark canoe.

"One chief cause of floods may be concisely stated as irregularity in the rainfall. If we were able to regulate the rainfall to a uniform downpour we could eliminate floods, since nowhere have floods occurred except as the result of excessive rainfall, ad the control of floods by such regulation must, therefore, be eliminated from consideration.

"One peculiarity of the river systems of New York is the high grades in the upper reaches, with comparatively slight ones in the lower. The markid result of this is that in times of flood water from the upper reaches is precipitated to the lower faster than the channels can carry it away, thus occasioning the overflow of the valleys, and the interruption of traffic generally. When accompanied by ice the damage from such overflows may reach thousands of dollars.

"Another effect is where an extensive flat area furnishes temporary storage, thus decreasing floods at some point lower down. In illustration of this, it may be mentioned that flood flows have been measured on the Genesee River at Mount Morris of about 42,000 cubic feet per second. The catchment area at this point is 1070 square miles. At Rochester, forty miles further down stream, with a catchment area of about 24,000 square miles, the maximum flow in the same flood did not exceed 20,000 cubic feet per second. This difference was due purely to the temporary storage on the flat areas between Mount Morris and Rochester. These areas amount to from 60 to 80 square miles.

"The interruption from floods may, therefore, be very serious. On the one hand they cause interruption of traffic, with its attendant discomforts, and frequently, as on the Genesee, they carry away houses, endangering the lives of people, drowning stock, destroying crops and cutting a new channel through alluvial bottoms. During the year 1902 alone, the damage suffered by the people of the state of New York from floods has exceeded $3,000,000.

"For devastation such as this, the only practicable remedy is, where the conditions will permit it, the construction of large storage reservoirs; and even these are not always practicable, because the cost is often too great. However, if it is possible to combine water storage for power purposes, with water storage for the prevention of floods, a new source of wealth is created and the possibilities of flood prevention by water storage considerably broadened."

Going on from here, Mr. Rafter told what had already been done in this state in the way of water storage for power purposes. He spoke of the proposed systems on the Hudson, the Mohawk and the Black Rivers. He said that a storage reservoir with a capacity of 15,000,000

BANKERS OPPOSED TO MORTGAGE TAX BILL

Democrat March 25 03

Expressed Their Opinions at Joint Meeting of Legislative and Taxpayers' Committees of Chamber of Commerce.

A joint meeting of the Committee on Legislation and the Taxpayers Committee of the Chamber of Commerce was held yesterday afternoon. The meeting was called to discuss the mortgage tax bill introduced in the Legislature, March 10th, but before the meeting was over, several other matters came up for discussion.

The mortgage tax bill was introduced in the Assembly by the Committee on Taxation and Retrenchment. It provides for a tax of four mills on a dollar on all mortgages, to be paid by those who loan money on mortgages.

The joint committee passed a resolution, unanimously declaring that it was opposed to the passage of the mortgage tax bill, and the secretary was instructed to write to not only the senators and assemblymen from this county, but to the Governor as well, stating the committee's position and urging that the bill be withheld. To this resolution a second was added, to the effect that it was the sense of the meeting that the present tax on mortgages be abolished.

The savings banks of the city are a unit of opposition to the measure. A meeting of representatives from all of the savings banks of the city was held yesterday afternoon at the Rochester Savings Bank. At that meeting a committee was appointed to draft a letter, to be signed by the officers and trustees of each savings bank, to be sent to the senators and assemblymen of Monroe county. This letter states that the banks are opposed to the bill, and urges that no further efforts be made to pass it.

The statement was made at the Chamber of Commerce meeting that the savings banks were not making enough money to permit of their paying the extra tax, and that in case the bill was passed it would be necessary for them to either raise the rate of interest on mortgages or to lower the rate of interest on deposits. It was estimated by the bankers that the difference between the income of the savings banks and their expenses was but four-tenths of 1 per cent.

Mention was made of Senator Lewis's compulsory arbitration bill, and a resolution was passed requesting Senator Lewis to appear before the Chamber of Commerce at some time convenient to him and express his views of the bill and explain its provisions.

Chamber of Commerce and Banks To Fight Mortgage Tax

Democrat March 25 03

ODELL THE WHOLE THING

1903

Two Meetings Were Held Yesterday and Important Resolutions Petitioning Governor and Representatives in Legislature Were Passed — Prominent Citizen Speaks.

At a special meeting of the legislative and the real estate committees of the Chamber of Commerce yesterday afternoon the mortgage tax bill was discussed. As introduced in the Legislature March 10, and which is to come up this week, was, according to the sense of the meeting of the committees, an inadvisable and an unjust measure.

A set of resolutions was drawn up which will be sent to the representatives from this district in the Legislature asking them to defeat the measure when it comes up and also asking that the present mortgage tax law be repealed. It was also voted that the secretary of the Chamber of Commerce write to the Governor and inform him of the sense of the meeting and ask that he use his influence to defeat the bill.

About the same time of the Chamber of Commerce meeting there was another meeting going on which had been called for the same purpose. It was a meeting of representatives from the savings banks in the city which was also called to defeat the mortgage tax bill. Nothing definite was done yesterday beyond the appointment of a committee to immediately take steps to oppose the measure.

The mortgage tax bill which has so stirred up opposition proposes to establish a uniform tax on all mortgages, except those held by religious and charitable institutions, of four mills on the dollar. If the measure is passed it will go into effect the first of July and will take $6,000 out of this city every year. The tax will be collected from the banks and other mortgagees but while it is collected from them it will virtually come out of the parties who are the mortgagees.

The savings banks can't afford to stand the tax. They claim to clear now only 4-10 of 1 per cent above their expenses and are resolved to fight the measure to the last. One prominent man who is interested in the subject said yesterday: "The savings banks can't and won't pay the tax. It will come out of the farmers. They are the ones who will feel it.

"Governor Odell has been making grand stand plays to get the votes of the farmers for two years. He claims to be the farmers friend but you wait and see how he will lose his popularity with them when they find out about this bill. This mortgage tax bill is the Governor's bill. He is standing back of the measure and he has made up his mind to put it through.

"He is going to have some trouble, however, I fear in getting this bill and the two other ones that are mixed up with it through. You see there is the barge canal bill and the excise bill and this bill. Senator Davis in Buffalo says he will hold back the two votes from Erie County which are necessary for the passage of the excise and the mortgage tax bills unless the representatives who are opposed to the canal bill, but who want the other two bills come round and support the canal measure.

"Governor Odell is the whole thing down to Albany. You can't get anything through unless he wants it to go through, and you might just as well petition the Sultan of Turkey as to petition Senators and Assemblymen. The Governor has them all under his thumb and they won't make a move unless he says the word. That's the reason why we have petitioned the Governor. He is the key log in the jam and if we can make him see that he is going to hurt himself with the farmers with this mortgage tax bill we will get what we want."

There is a tax on mortgages at present which is levied by the local assessors on every mortgage filed in the County Clerk's office. But a great many mortgages are made in places out of the state and are not reached by the measure in force at the present time. The rate here is about 2 per cent but it, of course, varies according to the rate of assessment each year.

The opponents of the new mortgage tax bill are not going to stop with the defeat of the present measure; they are resolved on having the old mortgage tax law abolished. It seems to be the opinion of those best informed on the subject that the Governor is the point against which their energies can be best utilized in accomplishing both these things."

At yesterday's meeting it was also voted to ask Senator Lewis to come before the Chamber of Commerce and explain his bill which is before the Legislature. The bill provides for the compulsory arbitration of all disputes between public service corporations and their employes.

"SQUEEZE COMING"

March 3 1903.

Foreign Trade and Relations to Home Manufacture.

ADDRESS BY HON. W. P. WILSON

The Director of the Commercial Museum Speaks Before the Chamber of Commerce — He Tells of Wonderful Work the Museum Is Doing To Stimulate Foreign Trade.

At the regular monthly meeting of the Chamber of Commerce last evening, Hon. William P. Wilson, director of the Philadelphia Commercial Museum, delivered an address, entitled, "Foreign Trade and Its Relation to Home Manufactures and Technical Education." The meeting was very well attended and the address, which was a very able one and of fascinating interest to those who are interested in the commercial future of the United States, was followed by an informal meeting, in order that the members might ask questions regarding the museum and conditions of foreign trade.

Dr. Wilson arrived in Rochester early in the evening and was taken by the reception committee to the Genesee Valley Club, where he had dinner. At 8 o'clock he and the committee went to the Chamber of Commerce building, where the address was delivered. Owing to the fact that the committee had not received Dr. Wilson's letter asking that a lantern be secured for some slides that he wished to illustrate his lecture with, Dr. Wilson was forced, to change his address somewhat and adapt it to the circumstances. In the absence of the president of the Chamber of Commerce, First Vice President J. Craig Powers introduced the speaker.

Dr. Wilson said in part as follows:

"Owing to the circumstances I am going to modify what I originally intended to say, dealing more with the Commercial Museum and less with commerce. The Commercial Museum is not a local institution as the name might indicate. It is in reality an international bureau of commerce. It originated in 1894 and was organized with the object of promoting the foreign commerce of this country. It was thought that the immense store of raw products that had been gathered together at the World's Fair might be used as an illustration of the need of promoting the foreign commerce of this country. The goods were therefore transported to the city of Philadelphia at the expense of the city. The Commercial Museum was first aided by the city, later by the state, and finally by the United States government.

"The museum is governed by a local board, the Governor of the state, the Mayor of the city, and one representative of each branch of the city council being members with fifteen prominent men of the city who have been chosen as the life members. Then there is the advisory board of 200, which is taken from all over the country. As the object of the museum was to gain more foreign trade, the advisory board is made up of men who are in touch with all branches of trade and industry. Besides this great representative army in America we have 241 Chambers of Commerce in foreign countries, with which we are in close communication. But the body which has really made the reputation of the museum is our bureau of forty members, which has labored so faithfully to get together the specimens of the raw materials and the manufactured products from every country on the globe.

"Let me illustrate what they have done by the 20,000 specimens of woods which we have on exhibition for the benefit of any manufacturer who wants to import or export wood for any conceivable purpose. Some of the collections of woods that we have cost $30,000, and took three and four years of the labor of a naturalist to get them together. This expense was borne in most cases by the foreign governments where the woods were collected. If a manufacturer comes to us and asks us about woods, it is the business of our bureau to show him our collection, to tell him the characteristics of the different woods and to what purposes they may be put, to tell him what they cost, and to tell him how they may be obtained.

"But more important than this are the trade lists of countries that we publish and send to manufacturers and to all trade bodies. We have finished the Orient and are taking up the islands and the countries of South America. Our lists give the location of the country, the ways that it may be reached by commerce, the conditions of trade and manufacture, the companies of reputation that do business in that country, what products are shipped from there, and every article that is shipped there and where it is shipped from.

"Our list on India is the best exposition of India that exists. It tells everything about the country that a shipper could possibly want to know, and with our lists on the countries of South America and many islands of the seas it is the same; they are the most reliable and the most extensive sources of knowledge on those places.

FIRE INSURANCE RATES.

Subject Discussed by Chamber of Commerce Trustees.

Herald March 27 1903.

The regular monthly meeting of the Chamber of Commerce trustees was held yesterday afternoon. There were a large number of members present and some matters of importance were considered. The following new members were admitted: W. A. Stace, 29 State street, merchant tailor; Frederick W. Prosens, 239 Monroe Avenue, dentist; C. O. Tartiss, 130 State street, manager S. R. Thing Co.; Otto Block, 815 Wilder building, architect; S. P. Morse, 1010 Wilder building, lawyer, and S. D. Burritt, 104 State Street, jeweler.

After an explanation regarding the proposed convention of the National Grange to be held the second and third week in November, the secretary, John M. Ives, was instructed to do his utmost to induce them to make Rochester their place of meeting. Syracuse is endeavoring to secure the convention but if the Grange Association can get sufficient hall accommodations for their convention, there is quite a likelihood that Rochester will be chosen.

A communication was received from Messrs Alart & McGuire saying that their representative would be in Rochester next week to decide whether they would locate here or not. They will install a large pickle cutting and packing house here if the farmers in the neighborhood can be induced to raise 200 acres of cucumbers for their consumption. The firm has several large factories throughout the country at present and would be desirable business people.

A resolution was passed authorizing the secretary to write to the Common Council indorsing the proposed buying of a site for an armory. If such were erected it would give the city a place where large conventions might be held and which Rochester feels the need of very much at present.

At an adjourned meeting the subject of fire insurance met with a great deal of discussion. The rates of insurance have been raised at different times and the Chamber of Commerce decided to make inquiries on the matter. H. B. Hathaway, chairman of the Insurance committee, has been gathering statistics relative to the readjustment of rates and will give the association the results of his research at a future date.

A paper was read by Milton Clark, explaining why the insurance rates should be raised in Rochester. In the course of his paper he said:

"While many of the property holders of Rochester feel aggrieved at the large advance in rates of insurance on their property in this city, if they will stop to analyze the entire insurance business, it is safe to say they would not be willing to become stockholders or invest their money in insurance stocks, under the showing of the results of the past ten years at the old tariff rates.

"The advance in insurance rates is all subject to change, and all property holders have the right to improve their property and receive credit for each and every improvement they make in accordance with the schedule of charges, and thereby secure to themselves a reduction in their rates for the improvements made. The entire question of advance rates will regulate itself within the current year, and the property owner will understand why and how his rate of insurance has been raised."

The next regular meeting will be held on April 6, at which George W. Rafter will deliver a paper on "Canals." It will deal with the advantages of canals to the country and will be illustrated with about twenty maps.

RECOMMENDS PURCHASE

D. of C. OF AN ARMARY SITE

March 27 1903.

Trustees of Chamber of Commerce Pass Resolutions at Monthly Meeting—Routine Business—Talk on Insurance.

The regular monthly meeting of the trustees of the Chamber of Commerce was held yesterday afternoon. A number of new members were elected, the prospect of holding the annual convention of the National Grange in Rochester was discussed, and a decision reached to invite the members here. The question of fire insurance rates was discussed at length.

The annual convention of the National Grange is to be held the second and third weeks in November, and will be a big affair. E. B. Norris, of Sodus, is chairman of the Executive Committee. Mr. Norris has communicated with the Chamber of Commerce several times relative to holding the convention in this city, and the matter came up for action yesterday. A resolution was passed unanimously inviting the Grange to hold its convention in this city, the Chamber promising to furnish the hall in which to hold the meetings. A telegram to this effect was sent Mr. Norris, who is at Syracuse, and it is expected that it will be known in a few days whether the convention will come here. Syracuse is very anxious to get the convention, but by offering to furnish the hall in which to hold the meetings this city hopes to get the prize.

Secretary Ives reported to the trustees the efforts of Alart & McGuire, manufacturers of pickles, to establish a salting house in this city. The firm sent a representative here last week to look the ground over and see whether it could contract with farmers to raise 200 acres of cucumbers, to be used in making pickles. Providing this could be done the warehouse would be located in this city. The firm will send another representative here in a few days.

A resolution was passed urging the city to purchase a site for an armory for the National Guard, and Secretary Ives was authorized to write a letter to the Common Council expressing the views of the Chamber on the subject.

At the last meeting of the trustees the matter of local fire insurance rates came up, but there was not time for a full discussion, so the subject was taken up again yesterday. The Hayden building fire was mentioned several times by the trustees.

Milton Clark read a very instructive paper on fire insurance, and why the rates have been raised in this city. He said that in the readjustment of the fire insurance standards it became necessary to raise in instances where it was found that risks were not first-class, and that in other cases the rates had been reduced.

The matter of fire insurance will be considered at greater length by the members of the Insurance Committee, of which H. B. Hathaway is chairman. It is probable that a meeting of this committee will be held soon.

The following new members were elected: W. A. Stace, No. 29 State street, merchant tailor; Frederick W. Prosens, No. 238 Monroe avenue, dentist; C. O. Tartiss, No. 120 State street, manager S. R. Thing & Company; Otto Block, No. 815 Wilder building, architect; S. P. Moore, No. 1,010 Wilder building, lawyer; S. D. Burritt, No. 104 State street, jeweler.

Post Eff. The Manor Tax.

1903

The Post Express objects to the proposed division of excise revenues—one-half to the state and the other half to the localities. Our position is the same as it was when the original Raines law came up for consideration. The Post Express had long been an advocate of high license and local option, but it thought that all the excise revenues should go to the localities, and aid in reducing taxation for local purposes. The bill as passed gave one-third of the revenues to the state and two-thirds to the localities. Now it is proposed to increase the tax by 50 per cent. and to divide the revenues equally between the state and the localities. This is utterly wrong in principle.

Commissioner of Excise Cullinan estimates that an increase of 50 per cent. in excise charges will yield a revenue of $18,600,000. One-half to the state would be $9,300,000. Under the present law the revenue is $12,400,000. One-third to the state is $4,133,333. Consequently he concludes that state revenues will be increased $5,166,667 by the increase of 50 per cent. in the tax. He says that of the total present revenue, two-thirds, or $8,266,666 goes to the localities, and that under the new law the amount will be $9,300,000, an increase of $1,033,344.

This estimate is, however, so erroneous that is is astonishing that Mr. Cullinan could have issued it. The error consists in the assumption that there will be just as many saloons with an increase of 50 per cent. in the tax as there are now. But any man of sense knows that there will be a heavy reduction in the number—10 per cent. at least, and probably 15 per cent.

The strong probability is, therefore, that the new law will add to the state revenues but will largely decrease the revenues of the localities. It is estimated, for example, that the city of Rochester will lose $50,000 a year under the new law. Because of this danger, the Common Council of this city, with only one dissenting vote, adopted a resolution calling upon the legislature from this county to oppose the new bill "for the reason that the distribution of the excise money and taxes is inequitable and wrong." The two senators from this county, Mr. Armstrong and Mr. Lewis, showed their contempt for the Common Council—the direct representative of the people of the city—by voting for the bill, and if either had voted against it the bill would have been defeated in the senate.

The finances of the city of Rochester are not in such shape that the city can afford to lose fifty or sixty thousand dollars a year of excise revenues.

The 1,000-Ton Barge Canal Bill Passed by the Assembly.

Union and Adv 3/31/03

The Assembly yesterday, by a vote of 87 to 55, passed the Davis measure for a 1,000-ton barge canal, which was passed by the Senate on Tuesday. Thus the bill goes to the Governor for his signature. Should he be ruled by the views of the majority of his party in the Legislature he will veto the bill, for in neither house did it have a majority of the Republican votes. The terminal Democrats succeeded in swinging nearly the entire Democratic vote in favor of the bill. A gallant but unavailing fight was made against the bill by Senator Lewis in the upper house and by Assemblyman Burnett in the lower house. On the eve of its passage by the Senate it was believed that the bill was beaten, as nine Democratic Senators from below the Bronx were said to be ready to vote against it. But instructions were sent on from Tammany Hall to vote for the bill, and the Senators obeyed the lash. In the Assembly yesterday the terminal Democrats brought all the Democratic members, with three exceptions, into line for the bill. These three independent members are Messrs. Palmer of Schoharie, W. V. Cook of Albany and Pallace of Brockport.

Of course it was to have been expected that there would be a large Democratic vote for the bill, as the big Democratic contingent from Greater New York and the members from Buffalo were influenced in its favor by local interests. New York and Buffalo, the termini of the Erie canal, desire a barge canal, as they see something in it for them, and are quite willing that the people of this state should spend between $100,000,000 and $150,000,000 in constructing one. But in view of their experience with the $9,000,000 "improvement" of our canal system we do not think that the people are inclined to send upwards of $150,000,000 in good money after bad, especially when they know that the principal beneficiaries of a barge canal through this state would be the farmers of the Northwest. When they come to vote upon the question of putting all this money into the canals they will, we believe, declare themselves against it.

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Chamber of Commerce
Rochester, N. Y.

Thomas B. Dunn, President	George F. Roth, 3rd Vice Pres.
John Craig Powers, 1st Vice Pres.	Benjamin E. Chase, Treasurer
George H. Perkins, 2nd Vice Pres.	John M. Ives, Secretary

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ROCHESTER CHAMBER
OF COMMERCE

A Regular Meeting of the Corporation will take place in

ASSEMBLY HALL,

MONDAY, APRIL 6th, 1903, at 8 P. M.

ON WHICH OCCASION,

GEORGE W. RAFTER, C. E.,

MEMBER NEW YORK STATE WATER STORAGE COMMISSION

WILL DELIVER AN ADDRESS ON

"PRESENT AND PROPOSED WATERWAYS IN NEW YORK STATE"

Mr. Rafter is an authority on Canals and Deep Waterways. He has assisted in very many State and National surveys, and thoroughly understands his subject. In 1898 Mr. Rafter had charge of the water supply for the Board of Engineers on deep waterways, for which Congress appropriated $585,000 for surveys, and in 1899 was Consulting Engineer to the Canal Committee, who made preliminary investigations for the Barge Canal. The proposition of taking the Barge Canal via Seneca River was Mr. Rafter's own idea and has been adopted by the promoters of the proposed canal. He also first formulated the plan to carry the Barge Canal to the south of Rochester instead of through the city as at present. The canal question is an especially important one at the present time, and the opportunity of listening to one who has given it continued study for the past quarter of a century, should be taken advantage of.

Twenty-two large maps and profiles will be shown as follows:

MAP NO. 1—Map of the United States.
MAP NO. 2—Map of the Basin of the Great Lakes in Relation to the Surrounding Drainage Systems.
MAP NO. 3—General Route Map of Deep Waterways.
MAP NO. 4—General Map of the Georgian Bay Route, showing Cost of Transportation.
MAP NO. 5—General Profile of Deep Waterways.
MAP NO. 6—Canal System of the State of New York.
MAP NO. 7—Proposed Changes in the Vicinity of Rochester.
MAP NO. 8—Proposed Changes in the Vicinity of Syracuse.
MAP NO. 9—Profile of Water Surface of the Barge Canal.
MAP NO. 10—General Map Showing Projects for Water Supply of Summit Level of Deep Waterways.
MAP NO. 11—Map and Profiles of the Route from Lake St. Francis to Lake Champlain and to Montreal.
MAP NO. 12—Map of Niagara Ship Canal Routes and Vicinity.
MAP NO. 13—Profile from Lake Erie to Lake Ontario through the Niagara River and Proposed Ship Canal, and also Profile of the Welland Canal.
MAP NO. 14—Profile from Lake Ontario to Lake St. Francis.
MAP NO. 15—Profile from Lake Champlain to Troy.
MAP NO. 16—Profile of Hudson River, Troy to New York.
MAP NO. 17—Profile of St. Lawrence River from Montreal to deep water below Quebec.
MAP NO. 18—Map and Profile from Lake Ontario to Albany, by way of the Mohawk Valley.
MAP NO. 19—Profile of the Route from Georgian Bay to Toronto, by way of Lake Simcoe.
MAP NO. 20—Profile of Ottawa Route from Georgian Bay, through Lake Nipissing and Ottawa River, to the Richelieu River, near Montreal.
MAP NO. 21—General Map of the Montreal, Ottawa and Georgian Bay Canal, with 20 feet Navigation from the Great Lakes to the Ocean.
MAP NO. 22—Map and Profile of the Montreal, Ottawa and Georgian Bay Canal.

Enclosed please find two admission cards which kindly give to friends not members of the Chamber.

Luncheon will be served by Teall.

John M. Ives
Secretary.

ROCHESTER, N. Y. APRIL 3, 1903.

GUEST'S CARD.

Address by GEORGE W. RAFTER, C. E.,
MEMBER STATE WATER STORAGE COMMISSION
on
"Present and Proposed Waterways in New York State"
ROCHESTER CHAMBER OF COMMERCE
MONDAY EVENING, APRIL SIX, AT EIGHT O'CLOCK

Mr. _____

Introduced by _____
Member.

The Rochester Chamber of Commerce
THOMAS B. DUNN, PRESIDENT
JOHN CRAIG POWERS, 1st VICE PRESIDENT
GEORGE H. PERKINS, 2nd VICE PRESIDENT
GEORGE F. ROTH, 3rd VICE PRESIDENT
BENJ. E. CHASE, TREASURER
JOHN M. IVES, SECRETARY

The Rochester Chamber of Commerce

WILL DROP IT

Republicans Abandon the Mortgage Tax Bill.

A NEW MEASURE

Conveyance Tax Bill Will Likely Be Substituted.

DECISION AT CONFERENCE

Fifty-Seven Assemblymen Stand Up in Opposition to Mortgage Taxation —Caucus Fixed for Tuesday — Bill Increasing New York City Police Force Cannot Be Passed.

Governor Odell Signs Bill Increasing Excise Tax

By Special Wire to The Herald.

ALBANY, April 2.—Governor Odell to-day signed the bill of Senator John Raines increasing the excise tax in this state 50 per cent. The new statute is chapter 115 of the laws of 1903.

The first effect of the law is to increase all liquor license fees in this state by 50 per cent.

The other equally important change effected is to change the ratio of division of the proceeds of the tax, so that the state and the locality will have each one-half, instead of two-thirds to the locality and one-third to the state as hitherto.

It is a matter of dispute what effect the new law will have in reducing the number of licensed places. When the Raines law was passed it reduced the then number of licenses about 20 per cent.

By Special Wire to The Herald.

Albany, April 2.—Two events happened in the Legislature to-day which stalwart Republicans have been looking forward to for some weeks past. One was the decision of the Republican members of the Legislature to abandon the Mortgage Tax bill and the other was the decision arrived at in the Senate that Governor Odell and Mayor Low cannot pass their bill to increase the New York City Police force.

The Senate determined that Assemblyman Finch's bill increasing the police force shall not become a law, unless there is incorporated in it the scheme for a three-platoon system. This practically means the bill will not become a law, as Mayor Low as late as to-night sent word to Albany he would not approve the Finch bill if the three platoon idea was included.

Will Caucus on Tuesday.

The Republican Senators conferred for a long time this afternoon on the question of abandoning the Mortgage Tax bill. It was finally decided to leave the question open until the Senators can meet in caucus next Tuesday afternoon, when it is expected the bill will be given its legal death. On the Senate side there is talk of substituting for the annual mortgage tax bill a recording tax on mortgages, a conveyance tax, or the idea suggested in Senator Raines' bill of a stamp tax on certificates of indebtedness.

Senators Armstrong, Malby and Green apparently seemed to favor a mortgage tax, while Senators Marshal, Davis and Hall were outspoken in opposition to it.

Senators Raines and Malby thought there was no need of haste, so next Tuesday's caucus was the result.

The Republican Assemblymen showed in a manner most emphatic that the Mortgage Tax bill was very unpopular with them. When Speaker Nixon put the question of how many were opposed to the pressing of mortgage taxation, 57 Assemblymen stood up, while only 20 voted to pass the bill, and they were from Syracuse, Rochester and several small cities in the state.

Speaker Nixon stated in a most casual way to the conference that there seemed to be an impression that the Mortgage Tax bill was not thought to be a desirable measure and if so the members should be given an opportunity to vote whether or not they wanted to reconsider their action taken at the caucus.

Conveyance Tax Is Likely.

"But," he added, "there still remains to be enacted into law some other kind of indirect tax revenue-raising legislation, for we will still be $1,550,000 shy of the amount required to abolish direct state taxation and follow out the plans that are contemplated. It has been suggested that a conveyance tax be substituted for the mortgage tax."

Majority Leader Rogers made the motion to reconsider the caucus action, and then followed a general expression as to the conveyance tax. After three hours discussion it was all but agreed that the conveyance tax should be substituted for the annual mortgage tax bill if additional tax revenue-raising bills are still

Democrat & Chronicle
April 1 - 1903

HUNDRED BANKS DENOUNCE BILL

LARGE HEARING ON MORTGAGE TAX MEASURE.

WON'T BE DROPPED

But Rate of Taxtation May Go to Two Mills.

SECRETARY IVES THERE

Representative of Chamber of Commerce Adds His Voice to Those of Representatives of Hundred of 120 Banks of the State—Banks to Reduce Interest to 3 Per Cent.

Special Dispatch to Democrat and Chronicle.

Albany, March 31.—One can hear all kinds of rumors this evening with reference to the legislative programme so far as the mortgage tax bill is concerned, all the way from total abandonment to a jamit-through policy.

The action of Robert C. Morris, chairman of the New York County Republican Committee, in appearing as the messenger of the organizations of the several burroughs composing New York and presenting resolutions against the mortgage tax bill is roundly denounced by Governor Odell's friends and by many of those whose symputhies are not with the Governor.

It is looked upon as in the nature of a trick, in view of the fact that the bill already had been made a party measure in a regular caucus of Republican members of the Legislature.

But while the Morris presentment was a surprise to the spectators present, it is said that it was not a surprise to the Governor himself.

It is said he had been warned that the thing was coming. What effect it has had on the Governor's mind cannot be told, for so far as known he has not expressed himself to his most intimate political friends, and to the newspaper men he absolutely declined to express himself.

There have been rumors here since the Governor's visit to New York on Saturday that important modifications would be made in the mortgage tax bill, and it had been expected that at the hearing to-day something would be accomplished in the way of suggested amendments. The talk all along the line was utter hostility to the measure.

The Democrat and Chronicle's correspondent learned late to-night that a number of the leaders in both Houses have been invited to meet the Governor to-morrow afternoon at 4 o'clock, and it is assumed those invited that the mortgage tax bill will be the main subject of consideration. None of the Governor's friends to-night believe he has reached a point where he is willing to have the bill abandoned, but it is believed by them that he would be willing to cut the amount of the tax from 4 mills to 2 mills.

Hundred Banks Represented.

Of the 120 savings banks in New York state fully 100 were represented at the hearing given this afternoon in the Senate chamber. The savings bank men were headed by Hon. Charles A. Schieren, of Brooklyn, president of the State Association, and were called on to rise in the presence of the joint Legislative Committee and thus indicate their opposition to the measure.

Subsequent to the meeting they called on Governor Odell and expressed to him their opposition to the measure. The Governor told the bankers that there was no disposition to impose any heavy burden on institutions which held the savings of the poor and encouraged thrift in the community. The bill, he said, would be carefully considered with a view to safeguarding all interests affected.

The hearing was one of the largest of the session, although it was the second given on the mortgage tax bill. Most significant of the appearances was that of Robert C. Morris, chairman of the Republican organization of New York county, who filed with the committee a letter from the organization containing resolutions against the mortgage tax bill, and demanding its abandonment.

Henry L. Stimson, counsel for the organization, declared that it was unjustifiable in its theory and ruinous to party interests. John Harsen Rhoades and other distinguished New York bankers declared that the passage of the bill would precipitate an industrial panic, and would result most disastrously.

To Reduce Interest.

Hon. Charles A. Schieren, for the bankers, said if the mortgage tax bill were enacted the savings banks would be obliged to reduce the rate of interest to 3 per cent. The savings banks held mortgages amounting to $500,000,000, on which the state would collect $2,000,000 taxes. The savings banks were already paying taxes amounting to $750,000 annually on their surplus. The bill, Mr. Schieren said, would create distress among borrowers.

Charles Stone, counsel for the Onondaga County Savings Bank, Syracuse, spoke against the bill, and suggested a bill that would exempt mortgages from all taxation.

William Barlow Dunlop, representing the Amsterdam Savings Banks and a former Republican member of the Assembly, made an extended argument against the bill. Concluding, he said: "The sentiment throughout the state against the Republican state administration is very strong. As a Republican I deplore it but admit the fact. If this bill passes the state will go overwhelmingly Democratic."

Others who spoke against the bill included: David B. Ogden, representing the real estate owners of New York city; Franklin W. H. Becker, Western Savings Bank, of Buffalo; Walter H. Jaycox, County Judge Suffolk; Edward Scherer, Metropolitan Savings Bank; Edward E. Sprague, counsel for Savings Bank Association.

John M. Ives, secretary of the Chamber of Commerce, of Rochester, and Edmund Harris, were the only Rochester men to appear at the hearing. Mr. Harris spoke against the bill in the interest of the savings banks. Mr. Ives said that the Chamber of Commerce, the whole business community of Rochester, and the farmers of Monroe county were opposed to the bill.

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Historic Scrapbooks Collection

WHY WE DO NOT WANT A ONE HUNDRED MILLION DOLLAR BARGE CANAL IN THIS STATE

Democrat and Chronicle

Full Text of Senator Lewis' Speech Against the Proposition Which is to be Submitted to the People at the Annual Election Next Fall.

Following is the full text of Senator Lewis' speech in the Senate on Tuesday last, on the $100,000,000 barge canal bill. This measure provides for the submission to the people at the next annual election of the proposition to appropriate that amount of money for the purpose of enlarging and improving the Erie canal. Mr. Lewis' speech should be read carefully by all citizens. He said:

Mr. President—Some surprise has been manifested at one time and another by representatives and newspapers of two great cities of the state, New York and Buffalo, that a representative of the third largest city in the state in this body should find it necessary to oppose the passage of a bill for the construction of a barge canal throughout the state. I feel that I owe it to the members of this body and to the constituency which I am here to represent to give as concisely as possible a statement of the reasons which impel me to oppose the passage of the $100,000,000 barge canal bill.

In 1896 there was submitted to the people of this state a proposition for incurring an indebtedness of $9,000,000 for the purpose of enlarging the Erie canal and it was known as the Seymour plan. A plan which contemplated the deepening of the canal to nine feet and the enlargement of the locks sufficiently to correspond with that depth. That proposition was approved at the November election in 1896 by a majority of 178,000 votes and upwards. Twenty-four counties in the state gave majorities in favor of that proposition. The great city of New York gave a majority in favor of that proposition of 112,000. Every large city in the state favored the proposition except the county of Onondaga including the city of Syracuse, which gave a slight majority against the proposition. At that time, Mr. President, there had been very little, if any, very little consideration, very little attention paid to the proposition and no organized opposition had been made to the proposal. The proposition was submitted in an off year, so called. The newspapers gave it little attention. The bill went to a vote and thousands upon thousands of voters voted for a judge of the Court of Appeals and neglected to vote upon that proposition. The money was appropriated and the work was commenced and it was soon discovered that, notwithstanding the largeness or what appeared at that time to be the largeness of the appropriation for the work in hand, the amount appropriated by the act of the Legislature and approved by the people was grossly inadequate. Charges and counter-charges were made to the effect that the money had been wasted. If by that charge it was intended to convey the impression that money had been foolishly spent, extravagantly spent, unwisely spent, if it was intended to convey the impressions that money had been devoted to purposes other than those for which the appropriation was intended, then I stand here to deny the charge. There was no deviation, there was no mismanagement, there was no extravagance, except those deviations, mismanagements and extravagances which always accompany any large appropriation for the expenditures of any large sum of money for public work.

It was well known, Mr. President, at the time the $9,000,000 proposition was submitted to the people, well known to those who favored that proposition and who were instrumental in procuring its passage by the Legislature, that the amount was totally inadequate to the needs of the situation. It was thought by those gentlemen who committed the state to a policy of expending the $9,000,000, that the people having expended that sum would promptly vote a sufficient sum to complete the work which it was known could not be completed with the $9,000,000. The work was not completed. It never has been completed, and the $9,000,000 expended upon it has been up to the present time of no avail. The capacity of the canal has not been enlarged by that expenditure, Boats carrying not more than 240 tons can be used. The history of canal legislation since the completion of the expenditure of the $9,000,000 is a history known to all men of the state. The deception that was practiced upon the people of the state in 1895 and 1896 has aroused the people, has led them to a study of the question, has induced them to examine into the facts, and to-day, Mr. President, I venture the opinion that not a majority of the voters of the state are in favor of the appropriation of any more money upon the canals, unless it may be a sum sufficient to complete the $9,000,000 proposition as originally contemplated. That is true of the city of Rochester, Mr. President, and it is true of the county of Monroe, which I am here to represent in part. My constituents pay immediate constituents, the people of my district, do not want the barge canal constructed. In taking that position I believe they have taken the correct and proper position, the one which the judgment of thinking men throughout the state concurs with. The newspapers of Monroe county may virtually be deemed to represent, I think, the public sentiment of that county. The Democrat and Chronicle, the largest Republican paper published in Rochester, a paper having the largest circulation of any paper in Rochester, is, I think, today virtually in favor of the completion of the $9,000,000 proposition, as outlined by the distinguished former Senator of this state, Hon. Warner Miller. The Rochester Union and Advertiser, the oldest daily paper west of the Hudson, a Democratic paper through thick and thin, a newspaper which has supported the policies of the Democratic party for sixty years in that locality, is unqualifiedly opposed to the barge canal proposition; the Rochester Post Express, a newspaper which represents perhaps more closely than any other paper in Rochester the voice and opinions of the great independent class of citizens in that city, is also unqualifiedly opposed to the barge canal proposition; the Rochester Herald, a Democratic paper, I confess I do not know exactly what its attitude is upon the subject, but I certainly can say with truthfulness that I have never seen in its columns, and I read the paper daily, any argument in favor of the barge canal; the Rochester Times, a Republican paper of extensive circulation, is opposed absolutely to the barge canal.

Now, Mr. President, we up the state representatives have been led to suppose that the great cities of New York and Buffalo were almost unanimously in favor of the barge canal proposition. We who live sufficiently near to the city of Buffalo to be able to procure the Buffalo daily papers have been constantly and persistently taught that those two great commercial centers of the state desired the construction of a barge canal, and nothing else, and we have been told that in opposing the construction of such canal we were impeding the growth of the state and imperilling the commercial supremacy of the great city of New York. Whenever in the discussion of this question it has been suggested that the Lake Ontario route would be more desirable than the twelve-foot barge canal through the interior, we have been told that the difficulties in the way of locking down to Lake Ontario, and locking up to Lake Erie were too great to make that plan feasible, that insurance rates by the Lake Ontario route would be so great as to make commerce over that route unprofitable; when we have suggested the St. Lawrence-Champlain route we have been met with the argument that commerce once afloat on the bosom of Lake Ontario would inevitably be diverted from New York to Montreal. When we have suggested that the construction of the Georgian bay and Ottawa river canal, with a depth of twenty-one feet would make the proposed twelve-foot barge canal a useless blot on the map of the state we have been told, first, that there was no likelihood that such canal would be constructed, and, secondly, that the construction of the barge canal would be sufficient if it were completed before the commencement of the Georgian bay canal to prevent such construction. In other words, whenever we have made a proposition except in one direction we have been met by arguments more or less tenable, more or less weighty. When, however, it has been seriously proposed to ask the federal government to consider the wisdom of a deep water-way from Lake Erie to the Hudson river by the interior route, the barge canal proposition has met with almost invariably lost temperance and denounced the proposition as too absurd for discussion. Anyone who proposed such a plan was likely to be denounced by these distinguished citizens, whose sole aim is to procure the construction of a barge canal, as theorists and unworthy of having time spent upon, to convince them of the error of their ways. In other words, the barge canal advocates have been accustomed to lose their temper when the ship canal was suggested, but it is noticeable that at all times and under all circumstances no substantial argument has ever been presented against that proposition.

Now in 1897, 1898 and 1899, the federal government expended $485,000 in surveying different routes for deep waterways, by which the commerce of the great northwest could be delivered at New York without breaking bulk. The engineering commission which performed that work was made up of some of the most eminent men in the country. The report of that commission was presented and printed, and so far as I am informed, or have been able to discover, has never been considered by either branch of Congress. In that report the commission says: "That it is probable that such deep waterway may have been made. First, because the act of Congress under which that commission was operating did not authorize such a survey, and, second, as I am informed because there was no fund available to meet the expenses of such a survey.

In view of that situation and the suggestion of the commission it seems to me only part of wisdom that before the state of New York enters upon the policy of constructing a twelve-foot barge canal, at an estimated expense of $100,000,000 and upwards, all possible and practical means should be exhausted to induce the federal government to continue the work which was begun in 1897, and to ascertain definitely and finally whether or not a deep waterway could be created by the interior route that should be able to take care of the tremendous commerce of the great northwest and that would be likely to compete successfully with the proposed Georgian bay and Ottawa river canal, if that canal should finally be constructed.

Now, Mr. President, it was with this thought that I prepared and introduced a resolution into this body which was referred to the canal committee and which is now safely locked in the desk of that committee, asking Congress to make such examination of the survey of the canal from Utica through the interior route to Lake Erie. It was because I believe that before the people of the state should be asked to commit themselves definitely and finally to the proposition for a barge canal at a cost of over $100,000,000 that all possible information should be secured before that action is taken.

It may be, Mr. President, I am not here to deny that it may be, that the $100,000,000 proposition to be expended by this state is a wise proposition. It may be that the result of the survey if it should be made as requested by the resolution which I have presented, it may be that the result of that survey would prove conclusively that it is not feasible to construct a deep waterway by this interior route or by any other route, and that the barge canal proposition is the wise and proper thing to adopt, but if it is, Mr. President, if it is the wise thing, couldn't we all feel better about it to have exhausted all the sources of information before we commit ourselves to that proposition, and couldn't this body or the state, whose votes are necessary to make effective the act which we are now considering, be much more likely to vote in the affirmative upon that proposition after all the information obtainable has been laid before them? Now, Mr. President, it was with considerable surprise, after being talked to and lectured as well upon this commercial question by their constituents from time to time by the Buffalo press and to some extent by the New York press; it was with considerable surprise that I learned recently that a movement was under way in the great city of New York having for its object the creating of a public sentiment in favor of the adoption of the proposition to which I referred, which is now in the control of the canal committee.

Two or three weeks ago I was informed by four distinguished statesman and highly honored citizen of New York, the Hon. Andrew H. Green, that numerous business men of New York city had joined in signing a request addressed to me, urging upon me that I use every possible efforts to procure the adoption of the resolution which I had presented and I was asked by Mr. Green to visit New York and meet some of these gentlemen and talk the matter over with them and give to them an opportunity to present to me their views in favor of the resolution which I had prepared and to which they had procured numerous signatures.

I went to New York and met the gentlemen and was handed this document dated at 214 Broadway, New York city (Mr. Green's office), January 30, 1893:

"Dear Sir—The undersigned, observe with pleasure that you have introduced into the Senate the following resolution:

Resolved, If the Assembly concur, That the Congress of the United States be and it is hereby respectfully requested to make provision for the completion of the surveys and examinations (including estimate of cost) of deep water ways and the routes thereof between the Great Lakes and the Atlantic tide water, including a project for a canal 30 feet deep, to deliver the waters of Lake Erie into the Hudson river, and including a study of the full possibilities of such a canal for military and commercial purposes, and also for the development and utilization of the water power that could be developed thereby, and that copies of this resolution be forwarded to the Hon. Thomas C. Platt and to Hon. Sereno L. Payne for presentation respectively to the Senate and House of Representatives.

We appreciate the service which you have rendered to the public and hope you will press your resolution to a conclusion. With best wishes and profound respect we remain, yours very respectfully. (Signed) Andrew H. Green. (It is not necessary for me to describe Andrew H. Green or introduce him to this body. He is known through the state as the father of Greater New York): Hon. Ethan Allen (a lawyer of prominence); Silas B. Dutcher (president of a trust company); Francis Whelan Glen (writer on economics); J. Edward Swanstrom (president Borough of Brooklyn); Hugh Kelly (an exporter, a man of large affairs); Edward Lauterbach, (a lawyer); Walter S. Logan, (a lawyer); Hon. Darwin R. James, (ex-member of Congress and president of a bank); Hon. John C. Kelly, (president of a bank); Miles M. O'Brien (president of a bank); John C. Maguire, (president of a loan company); James H. Post, (president of a sewer refining company); E. L. Bradley, (president Bradley Courier Company); C. C. Shayne, (furrier); Edward Hagaman Hall, (historical writer); Hon. Paul Dana, (editor); Hon. Hamilton Fish, (ex-member of Congress); Hon. Hyatt Farrington, (president Van Orsdal Book Company); Messrs. Willett & Gray, (sugar experts); V. P. Snyder, (president of a bank); Dumont Clarke, (president of a bank); Edward Burns, (vice-president of a bank); Nathan M. Clark, (for International Pump Company); Henry R. Worthington, (hydraulic works); J. Edward Simmons, (bank president); William H. Parsons, (president of paper manufacturing company); Ludwig Nissen, (wholesale dealer in diamonds); Rufus L. Scott, (president board of assessors, New York city); R. D. Matthews & Son, (department store); Messrs. F. Loesser & Company, (department store); Messrs. Abram & Straus, (department); George W. Chauncey, (president of a bank); Henry Clews, (banker); George P. Clark, (with R. G. Dun Company); D. Warner Bleeker, (physician); James McAlly, (father of asphalt industry); John Rankin, (physician); Wesley A. Law, (with H. O. Dun Company); R. L. Edwards, (president of a bank); W. A. Nash, (president of a bank); A. A. Raven, (president of insurance company); Alexander E. Stevens, (bank president); William C. Duval, (cashier of bank); Hon. John DeWitt Warner, (lawyer); Hon. John E. Parsons, (lawyer); Samuel Sloane, (president of a bank); Frederick C. Olcott, (president of trust company); Herbert L. Griggs, (president of bank); Hon. Lyman J. Gage, (president of trust company); Robert J. Gallaway, (president of a bank); Duncan H. Parmly, (president of bank); Hon. Bird S. Coler, (president of trust company and the Democratic candidate for Governor on the ticket last year); Edward Townsend, (bank president); John A. Hillmer, (vice-president of a bank); David M. Morrison, (president of a trust company); A. D. Juillard, (wholesale dry goods); Sullivan, Cromwell & Parish, (wholesale dry goods); William E. Webb, (of James H. Dunham & Co); Clarence W. Seaman, (president of typewriter company); H. A. Fairbanks, (physician), and a large number of others.

Now, Mr. President, I apprehend that it will be said by those in favor of the barge canal proposition, and who oppose the proposition for federal control, that it is an easy manner to get signatures to a petition. I doubt, Mr. President, whether those present might the gentlemen will say that in reference to the distinguished list of signers of this communication. I doubt whether the gentlemen will care to have the intelligence of the presidents of sixty-six banks and trust companies whose names are signed to this communication; I doubt whether the gentlemen will care to insult the intelligence of the great number of business men identified with the iron industry, the hardware industry, the clothing trade, the grocery trade, the leather trade, the dry goods trade, the silk trade, the diamond trade, the importing trade, the exporting trade, the dry goods trade, the drug trade, all represented, Mr. President, upon this communication by their signatures. Not that we abandon the proposition for canal enlargement in this state, not that we hesitate about the expenditure of money, but simply ask that we do not expend any money upon this proposition until all the information obtainable and available be first procured and laid before the people.

Now, at the time the communication was presented to me the arguments which influenced the gentlemen who had signed this communication were put in typewritten form, which were handed to me signed by Mr. Green. I do not intend to take up the time of the Senate to read the entire document, though it might perhaps be well enough for the time of the Senate to listen to it or to read it for themselves; the time is pressing and I realize that I am taking more than my share, but this is one of the statements in this document "that the cost of distribution or transportation in this country exceeds the cost of production, and, therefore, is a burdensome tax upon the producer and consumer and upon those who are aids thereto. That every reduction in the cost of distribution increases the area of profitable production and consumption, and enlarges the demand for skilled and unskilled labor."

Every increase in the volume of traffic to be carried makes possible a decrease in the cost and charge per ton per mile for transportation from the producer to the consumer. This statement is true in relation to traffic carried by rail as well as that carried by water. When trains of cars or ships can secure full loads both ways promptly, the cost of transportation can be reduced to a minimum. The cost of hauling empty cars must of necessity increase the cost of hauling loaded cars. Whenever a vessel is sent to a port where a return cargo cannot be secured, the cost of transportation to that port will and must necessarily be increased, and, therefore, it is self evident that the lowest cost and charge for distribution can only be secured when cars and vessels can secure full cargos without delay both ways. Congress and the State Legislatures may compel a reduction in the charge for transportation by railway, but they cannot reduce by legislation the cost of transportation.

There is no fresh or salt water lake in the world the commerce of which in tonnage or value is so great as that of Lake Erie. It is said that in 1902 forty million tons of merchandise passed over it, and yet its traffic is still in its infancy. Is it wise, this is the question asked by the distinguished gentlemen whose names are attached to you. Is it wise to attempt to force this enormous tonnage through a thousand-ton barge canal?

It has been well said that the Erie canal at the present time is corked at both ends; first, by those who control the facilities for transferring cargoes in the harbor of Buffalo; and, secondly, by those who control the same facilities in the harbor of New York. Is it not high time, gentlemen ask you, that this condition should be removed and removed forever?

There is no place in the world where coal, iron, steel, lumber, timber, foods, clothing and shelter can all be assembled so cheaply as upon Lake Erie and Lake Michigan and Lake Superior, and, therefore, no place in the world where steel steamships can be built at so low a cost and charge. With a ship canal open from Lake Erie to the tide waters of the Hudson, the ship yards on the lakes mentioned would fill the seas with vessels of American construction flying the American flag.

A railway with a single track laid with fifty-six-pound rails climbing up heavy grades, around sharp curves, over wooden bridges, with cars with a maximum capacity of ten tons, is obsolete; but not more so than would be a thousand-ton barge canal for carrying the enormous traffic which passes over and around Lake Erie to tide water upon the Atlantic seacoast. This is not my statement, Mr. President, this is not my opinion, this is not the opinion of one who has given trifling attention to the proposition; this is the opinion of one of the most distinguished gentlemen of the great city of New York, the representatives of the financial, commercial and manufacturing interests of that city, deliberately stated, explicitly set forth, the result of their study and the result of their convictions upon this proposition. They ask this question, shall the people of this state, by a majority of the enormous and ever increasing traffic seek tide water at Montreal or the port of New York? This is a problem which the nation is called upon at this time to solve.

Now, Mr. President, it is not entirely from New York that the approbation of the federal proposition has come. When in receipt of a letter from a prominent business man, as I am informed from the city of Rochester, who says: "I note the effort that you are making in favor of deep waterway between the lakes and the ocean; I also note the protest signed by nearly 60 financiers of New York city in favor of your proposition. I desire to say that I hope sincerely that the people's representatives of the state of New York will take the same broad view of this important matter that you have taken. I think that it is unwise and shows a narrow-minded policy on the part of any people to oppose any liberal policy on the part of our people, considering that more than half our population residing on deep waterways would be prevented from the immediate benefit we could offer them. Time will not allow me to express myself further at present, but I desire to say that if I can be of any assistance to you in the matter when it comes up for final vote, please let me know. Yours most respectfully, M. C. Newerf. Real estate dealer, 124 Savings Bank Building."

Now, Mr. President, the opposition to the barge canal does not come entirely from Rochester. I have selected from a numerous list, editorial and other, clippings that I have received on this proposition, editorial utterances from the Binghamton Republican in favor of the federal proposition, or at least, of the completion of the federal survey. I won't take the time to read these, but if any gentleman desires to see them they are at his service. From the Middleton Argus, from the Binghamton Leader, from the Amsterdam Sentinel, from the Owego Gazette, the Watertown Times, the Fulton Patriot, the Auburn Advertiser, the Palladium, and I might perhaps have gone through my numerous clippings and found a large number of others. The Rochester Union and Advertiser, an editorial on this subject; there is another from the Jamestown Journal; a long editorial on the subject from the Rochester Post Express, the undersigned observes to some extent for the attitude of the Monroe county representatives in this body, the fact that the argument is made

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BACKED OUT

Erie Has Repudiated Deal With City.

WILL NOT PAY

Retaining River Wall Not Needed by Railway Company.

ENGINEER BUCKHOLZ' LETTER

Erie Official Says Railroad Has Suffered Such Small Damage From the Floods It Will Not Contribute Towards Expense — Mayor Seeks To Force Payment by Legislative Bill.

It has been supposed by the city officials that the arrangement for constructing a retaining wall among the west bank of the river from the Court street dam to Clarissa Street had been practically closed and City Engineer Fisher was only waiting a visit of the chief engineer of the Erie road to go ahead with the work of construction.

Plans had been drawn for the retaining wall, whereby the Erie tracks were to be raised, so as to form a dike as a protection against flooding the city in that vicinity. The estimated cost of the wall was figured about $30,000 and as the Erie was the chief beneficiary, it was expected the railroad company would voluntarily pay about half that amount. The remainder was to be assessed on the abutting property the same as other local assessments are laid. Probably there would have been a portion assessed on the city at large, on the theory that the city streets would not be exposed to the danger of floods and the city would be relieved from possible damage suits that have been threatened in case of another freshet. The movement started a year ago, when there was a taxpayers association formed, which was supported by the Chamber of Commerce. Hon. Henry C. Brewster was chairman of the Chamber of Commerce committee. In connection with the city officials, a conference was held here last summer, which the chief officials of the Erie road attended.

At this conference it was agreed that plans should be drawn and estimates made. So City Engineer Fisher went ahead and made the plans after securing suggestions from C. W. Buckholz, chief engineer of the Erie, who was in Rochester and made a personal inspection of the proposed improvement. After the plans had been made and the matter progressed sufficiently so that an ordinance was introduced in the council, the city officials began to urge more haste on the part of the Erie. Mr. Fisher was in New York six weeks ago to consult with Engineer Buckholz and the latter promised at that time to come to Rochester again soon to close up the matter.

The fact is there has been a recent change in the management of the Erie road and probably this change accounted for the delay. But the local officials were by no means prepared for a complete reversal of policy on the part of the railroad company, such as was made this week, when Hon. Henry C. Brewster received a letter from Engineer Buckholz, repudiating the agreement on behalf of the railroad company and refusing to contribute a dollar to aid in the construction of a retaining wall, of which the company would be the chief beneficiary. This is a copy of the letter sent by Mr. Buckholz to Mr. Brewster:

"I have been making an investigation through our local officers to ascertain the amount of damages that the Erie Railroad Company has sustained on account of freshets at Rochester and I was astonished to find that within the last ten years it has only amounted to $1,-008.18.

"In view of this fact our management does not feel justified in spending any money there at present, but if the city of Rochester considers it necessary for its own protection to raise the tracks of the Erie Railroad to a sufficient height to act as a dike, we will not object to having the two other tracks of the Erie Railroad raised for that purpose."

As soon as the city officials were informed of the repudiation of the plan by the Erie, they determined that if the Erie managers would not voluntarily pay their share of the retaining wall needed to protect property on the western bank of the river, that some means should be found to force the company to pay.

Mayor Rodenbeck wrote a letter yesterday to Corporation Counsel Sutherland, suggesting that if the company could not be assessed for its share of the wall under the regular local improvement ordinances that a special legislative act be passed immediately, giving the city such authority. This is a copy of the letter sent by Mayor Rodenbeck to the Corporation Counsel:

"My attention has been called to a letter of Charles Buckholz, chief engineer of the Erie Railroad Company to Hon. Henry C. Brewster, stating that an investigation of the amount of damages that the Erie Railroad Company had sustained on account of freshets in the Genesee River was only $1,008.18 and that in view of that fact, the management did not feel justified in spending any money for the construction of embankments or retaining walls, but that if the city of Rochester considered it necessary for its own protection to raise the tracks of the road a sufficient height to act as a dyke, the company would not object to having the two outer tracks of the road raised for that purpose.

"It seems to me that the company is not meeting us half way in our effort to obviate damages from floods and that the city should proceed at once to take such steps as may be necessary to protect itself and the individuals affected. This company is in no better position than an abutting owner upon a highway which needs improvement and there ought to be authority for the assessment of the cost of constructing an embankment and retaining wall upon those benefited which of course would include the Erie Railroad Company.

"If, however, in your opinion, the city has no authority to pass an ordinance under which it could levy part of the expense upon the company, will you please prepare for introduction, immediately, in the Legislature, a bill which will enable the city to make this much needed improvement and assess the expense upon those benefited, including the Erie Railroad Company."

It had been expected to begin work on the wall this spring, but the refusal of the Erie to pay its share of the expense will delay the matter unless it is decided the company has no choice about the matter, but must pay its share of whatever assessment may be levied.

TUESDAY, APRIL 7.

RAFTER AGAINST A BARGE CANAL

SAYS IT WOULD BE ECONOMIC CRIME.

A SIGNIFICANT STATEMENT

Made by Member of Flood Commission in Talk on State Water Ways. Latter Proved but an Incident of Chamber of Commerce Meeting.

The first shot in the campaign against the adoption of the $101,000,000 barge canal amendment by the people was fired at the regular meeting of the Rochester Chamber of Commerce last evening, and the gun was loaded to the muzzle.

"Why should the people of the state of New York pay $101,000,000, wrung from the saloonkeepers, or obtained in some other manner by direct taxation for a twelve-foot barge canal, when they would have to pay but $20,000,000 as the share of the state for a twenty-one-foot ship canal, built by the federal government?" were Engineer George W. Rafter's last words before President Dunn declared the meeting adjourned for lunch.

Every seat in the hall of the Chamber of Commerce was filled, at 8 o'clock, when President Thomas B. Dunn called the meeting to order, and introduced George W. Rafter, engineer and member of the New York State Flood Commission, who spoke on "Present and Future State Waterways."

Mr. Rafter first took up the report of the Deep Waterways Commission, and discussed its recommendations at much detail. He early gave his audience to understand that the construction of a ship canal, from Buffalo to New York, not less than twenty-one feet deep, was the plan which he advocated. He gave preference to the route from Buffalo to La Salle; thence over the Niagara escarpment to the Niagara river, six miles from its mouth; thence 100 miles through Lake Ontario to Oswego; over the divide at Fulton; through Oneida lake to the Mohawk river; thence to the Hudson river at Albany, and through the latter river to the ocean terminal at New York.

The speaker gave much interesting information regarding the Lake Ontario route, and stated that a lake steamer, of 12,000 tons displacement and with 9,000 tons of cargo, could make the trip from Buffalo to New York in sixty-four hours, whereas, with a 1,000-ton barge canal, 140 hours would be consumed between Buffalo and New York. Mr. Rafter said that the cost of the ship canal, twenty-one feet deep, would be $200,000,000, of which the share of the state of New York would be but $20,000,000, while the 1,000-ton barge canal would cost $101,000,000, which would all have to be paid for by the state. The speaker went somewhat at length into the argument as to the advantages of the deep waterway, over the proposed barge canal. He said that a steamer could make the trip from Duluth to New York in seven days, by the Lake Ontario route, without breaking bulk.

Another advantage of the ship canal over the barge canal, pointed out by Mr. Rafter, was that lake vessels could be at tide water at the close of lake and canal navigation, and could engage in coastwise trade during the five winter months, when they would otherwise be out of commission. Said Mr. Rafter:

"The advantages of the deep waterway must be self-evident to all, and to build a barge canal through the state of New York would be nothing less than an economic crime."

With the aid of about twenty-five maps, charts and blue prints, Mr. Rafter pointed out the salient features of all of the proposed waterways. He said that a company had been capitalized in London to construct a ship canal from Georgian bay to Montreal. The project, he said, is held in abeyance, pending the action of the people of the state of New York on the 1,000-ton barge canal proposition. If that is decided upon favorably, then the English company would construct the Georgian bay ship canal, completing it before the barge canal could be built.

Among other maps shown was one of the route of the proposed barge canal through the state. Mr. Rafter said the barge canal would pass to the southward of the city of Rochester, near the entrance to Genesee Valley Park. It had, he said, been proposed to have it pass through the park, where it could be made ornamental. It would connect with Rochester by a canal of similar cross-section, running along the route of the present feeder. In that case the Johnson and Seymour pond would be made a harbor. He said that it had been suggested that the barges might go over the dam and the falls during high water. He said that might occasionally happen, but it could only be by gross carelessness.

It was after he had explained the profile and route of the proposed 1,000-ton barge canal, that Mr. Rafter made a final argument against the barge canal project, and closed by saying:

"Why should the people of the state of New York pay out $101,000,000, wrung from the saloonkeepers or obtained in some other manner by indirect taxation, for a twelve-foot barge canal, when they would have to pay but $20,000,000 as the share of the state for a twenty-one-foot ship canal, built by the federal government?"

At the close of Mr. Rafter's address, he was given a vote of thanks, and, without discussion, President Dunn declared the chamber adjourned for lunch.

The address of George W. Rafter before the Chamber of Commerce yesterday evening put the argument against the barge canal, and in favor of the ship canal route surveyed by the United States very strongly; and the speaker did not go a step too far when he denounced the scheme for building a barge canal through the state as an economic crime. The only criticism which The Post Express would make on his position is that no route for a ship canal should be taken as best until a survey has been made for a route through the state, all the way.

OPPOSED TO CANAL

Tax Reform Association Files Protest With Governor.

AN UNPROFITABLE ENTERPRISE

Secretary Platt Advances Several Reasons Why Davis Bill Should Not Be Signed—Declares Canal Transportation Is Not Cheap and That There Are No Successful Canals.

By Special Wire to The Herald.

New York, April 6.—A protest against the signing of the Davis 1,000-ton Barge Canal bill was filed with Governor Odell to-day by John L. Platt, secretary of the New York State Tax and Transportation Reform Association. While he is a strong partisan Republican, Mr. Platt does not hesitate to say that he believes the operation of the Davis bill will bring defeat to the Republican party in this state. In brief, Mr. Platt's argument follows:

"First. It is not proper nor just that the people should be taxed for an unprofitable enterprise.

"Second. The purposes avowed in proposing the enormous taxation required are not right or just purposes, or such as can be reconciled with a proper regard for the welfare of the people. The many should not be taxed for the benefit of the few. The author of the bill in the Senate declared that its passage was essential to the interests of Buffalo. In brief, the state, then, to pay that Buff lo may be advantaged?

"Third. Cheaper transportation is not in the interest of the state of New York unless it is obtained by cheaper cost. The founders of the canal system never dreamed of such a thing as affording a cheap avenue of transportation for Western products. Their purpose was to provide revenue for the state by levying tolls on such products, and had they ever supposed that the people would be taxed to support the canal they would have rejected the proposition with indignation.

"Fourth—Canal transportation is not cheap—it is only made to appear so because more than three-quarters of its cost is paid out of the state treasury.

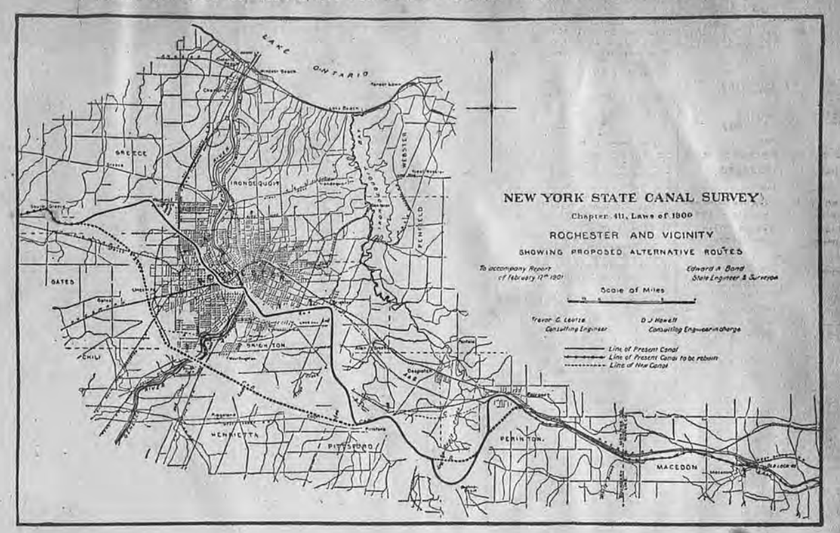
"Fifth—The enormous discrepancy between what the traffic itself pays and what the canal has already taken and this bill proposes to take from the state treasury, should put the whole matter out of the question in the mind of every reasonable man.

"Sixth—There never will be any such increase of traffic, and there never will be any such decrease of cost as is promised. All canal transportation everywhere in the world is improfitable in comparison with improved railway transportation such as we have in America. The 1,000-ton barge is known in theory only. Nothing like it is in successful use.

"Seventh—The history of the canal is crowded with estimates and predictions that were not trustworthy. Not one of the proposed improvements has been completed within the promised cost, not one of them has produced the promised results."

Mr. Platt gives a long array of statistics in support of his contentions.

PROPOSED LINE OF THE 1,000-TON BARGE CANAL THROUGH MONROE COUNTY.



Now that the legislature has passed the 1,000-ton barge canal measure, and the great project is likely to be submitted to the voters of the state at next fall's election, there is a general desire to know just how Rochester would be affected if the "greater waterway" were constructed. In a general way the public knows that a large portion of the part of the Erie canal, situated in Rochester, would be abandoned, and that the deepening of the channel to twelve feet would preclude further use of the aqueduct, but it is not known how long a stretch would be abandoned, how much would be retained and where the new route would be placed.

According to the plans made by the barge canal commission of 1901, the new canal from Macedon to South Greece was to cost $9,000,000. State Engineer Bond has added 20 per cent. to this estimate, so that there will be spent on canal work in this vicinity, if the voters approve the barge canal scheme, nearly $11,000,-000.

If the scheme goes through, from Macedon the present canal will be rebuilt so as to give the required depth and width until Fairport is reached. Then a detour will be made west and south at the "Ox Bow" and the present canal will be abandoned to Irondequoit creek. It will be resumed at this point to a mile and a half west of Pittsford, where a new route will be taken and followed through the towns of Pittsford, Henrietta, Brighton, across the Genesee river in a pool formed by a dam, thence through Chili and Gates to a point about one mile east of South Greece where the present route will be taken up again.

It will be seen that it is proposed to abandon practically all the canal, as it now exists, in the city of Rochester. The canal bill provides that "whenever any land now used for canal purposes shall be rendered no longer necessary and useful for such purposes by reason of the improvement hereby directed, the same shall be sold in the manner provided by law for the sale of abandoned canal lands."

It is provided in the bill that from the pool by which the canal will cross the Genesee river to the south of Rochester there shall be constructed, generally on the site of the old feeder, northward to Rochester a canal of the size prescribed for the prism of the Erie canal and about two and one-quarter miles long, ending at the present Erie canal, the north end of this canal for a distance of 1,300 feet to be enlarged into a basin or harbor 170 feet wide and twelve feet deep. This harbor, according to the plan, is to end near the present weighlock off South avenue.

The bill provides that the Erie canal shall be improved so that the canal prism shall have, in regular canal sections, a minimum bottom width of 75 feet, a minimum depth of 12 feet and a minimum water cross section of 1,128 square feet, except at aqueducts and through cities and villages, where these dimensions may be reduced and cross section of water modified to such an extent as may be deemed necessary by the state engineer and approved by the canal board. In the rivers and lakes the canal shall have a minimum bottom width of 200 feet, a minimum depth of twelve feet and a minimum cross section of water of 2,400 square feet.

According to section 4 of the canal bill the state engineer may enter upon, take possession of and use whatever lands, structures and waters shall be necessary for the improvement, in his judgment. All the preliminary acts required are the filing of a map and survey of the lands needed by the state in the offices of the engineer and state superintendent of public works, the latter official to serve notice of such filing upon the owner. If the latter cannot be found, says the bill, the superintendent may file the notice with the clerk of the county wherein the property is situated. Once notice is filed the state authorities will have power to go ahead. The owners are to be permitted to file claims for damages with the State Court of Claims.

NEW INDUSTRY QUERIES.

April 18- 1903.

Silk Manufacturers Wish to Establish a Branch in This City.

Secretary Ives, of the Chamber of Commerce, has received a communication from a silk manufacturing concern of New York with regard to locating a branch in this city. The letter states the advantages of having a silk mill in a city, giving employment to female help and attracting those who could not endure the noise, close air and oily smells so often necessary in the manufacture of other textiles.

The firm asks for information concerning the population of the city, the surplus of female help, the express and freight rates to New York, the time required for mail, express and freight transportation, particulars as to water power, fuel coal and electric power and rate for the same, whether there is water, gas and electricity and the rate for the same.

In the way of additional information, the firm asks if the citizens would be willing to subscribe to a portion of the stock or bonds of the company and what land, building or exemption from taxes could be offered to the company to locate here. The letter will be laid before the trustees at their next meeting.

Business Directory of the World.

Secretary John M. Ives, of the Chamber of Commerce, has just received a directory of the merchants, manufacturers, shippers and buyers of the world, containing all sorts of information of interest to business men who do either a home or foreign trade. The directory includes every country in the world and is indexed in towns and trades. It contains a concise statistical account of each country, its ports and principal towns, with a short topographical account and the population of each, together with classified lists of consuls, bankers, importers and merchants of all kinds. Secretary Ives says that the book is at the disposal of merchants at any time.

RILEY TRIANGLE WILL BE CONVERTED INTO CITY PARK

Bill Authorizing Purchase of Land at Cost Not to Exceed $30,000 Reaches Mayor For His Approval.

The Times April 22 1903.

The bill permitting the local Park Commission to purchase the Riley Triangle at University Avenue, North Union Street and Main Street East, was passed by the Senate yesterday and was delivered to Mayor Rodenbeck today by a special messenger. This bill will be approved by the Common Council at the special meeting called for 11 o'clock Saturday morning. It will then be signed by Mayor Rodenbeck and sent back to Albany for the signature of Governor Odell.

On March 4, a bill was introduced by Senator Merton E. Lewis, by the provisions of which the Park Commissioners were forced to purchase the Riley Triangle property for park purposes. When the contents of the bill were made public much opposition to the provisions was aroused. The Chamber of Commerce passed a resolution recommending that instead of it being mandatory that the Park Board should buy the Triangle, the bill be amended to make it permissive.

This, with the strong opposition from many other sources, had the effect of causing Senator Lewis to call back the original bill and in its place to substitute the bill passed yesterday. The amended bill was introduced by Senator Lewis on April 12.

Authorized to Buy Land

By the provisions of the new bill the Park Board is authorized to acquire for the city the plot of ground situated at the intersections of Main Street East, Union Street and University Avenue. The plot is to be transformed into a city park. The cost, under the provisions of the bill, is not to exceed $30,000.

For the purpose of providing funds for the purchase of the Triangle, the Common Council is authorized to issue bonds to be known as "city of Rochester park bonds," to an amount not exceeding $30,000. The bonds are to bear a rate of interest of not more than 4 per cent annually and are to be sold under the direction of the Comptroller.

Pending the sale of the bonds, the Common Council is authorized to cause the money necessary for the purchase to be raised on city notes, which shall be redeemed from the proceeds of the sale of the bonds.

Petition to Legislature

In March the following petition favoring the purchase of the Triangle was presented to the Monroe County Legislators:

"We, the undersigned, taxpayers of the city of Rochester, hereby desire to express our approval of the intended action of the city to take the property known as the Riley Triangle for the purpose of a city park. We respectfully request that you will support such measures as will be necessary to the end that the city may acquire the property at the lowest possible figure."

The petition was signed by about 500 citizens, the most prominent being as follows:

Professor Rush Rhees, Professor S. A. Lattimore, Hiram W. Sibley, A. H. Hagen, John F. Alden, Charles H. Palmer, Henry C. Brewster, E. M. Union, N. P. Pond, George C. Buell, Albert O. Fenn, T. B. Ryder, Thomas S. Johnston, A. J. Townson, James E. Wolcott, W. H. Glenny & Company, William Eastwood & Son Company, Dake Drug Company, Beadle, Sherburne & Company, Professor J. H. Gilmore.

J. C. Pumyea, L. Adler, L. N. Stein, Nathan Stein, D. B. Murphy, A. E. Hines, George Weblon, B. Dunn, C. H. Babcock, C. M. Thorpe, F. W. Zoller, John Van Voorhis, Walter Powers, Max Brickner, V. Mercau Smith, J. M. Davy, George Reines, A. Adler.

The Riley Triangle property is owned by Hector McLeod.

Erie Must Pay Its Portion.

Assemblyman Dwyer's bill amending the White charter to permit this city to determine the portion of the cost of building a flood retaining wall on the west bank of the river which shall be assessed on the Erie Railroad Company, passed the Assembly and will be sent back for the approval of the Mayor and council. The bill compels the company to pay its share of the expense of a flood safeguard from Clarissa street to Court street, which the company had refused to do.

Apr 22 1903

Bills Passed at Last Moment.

Among the bills passed on the last day of the session of the Legislature affecting Rochester interests was the back tax bill drawn by Corporation Counsel Sutherland, the bill to amend the police pension fund law, the bill making it possible to make extraordinary appropriations in times of epidemics without issuing a proclamation and the bill directing the manner of making audits by the Comptroller.

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

RECORD OF MONROE MEN IN THE LEGISLATURE OF 1903

Times, April 23, 1903.

Over One Hundred Bills Introduced by Local Delegation of Which About One-Third Will Become Laws. State Arsenal Bill Killed on Account of Failure of the Mortgage Tax Bill.

(BY A STAFF CORRESPONDENT.)

ALBANY, April 23.—As to the record of the six delegates to Albany from Monroe, their constituents ought to find little if any fault, and they personally ought to return home satisfied that they have done all in their power under many trying circumstances. After all, they left very little undone in the way of legislation absolutely required by their localities. Of the 111 bills introduced collectively by Monroe's representatives, 12 are now laws and over 25 are either in the hands of the Governor or the city authorities. This means that about one-third of the legislation introduced and required by Monroe County and Rochester at this session will go upon the statute books as laws.

An Important Bill

The bill which may be considered as, perhaps, the most important to Rochester's interests, which failed of passage, is that of Senator Lewis' appropriating $250,000 for a state arsenal. Only $10,000 would have been appropriated this year, but if the bill had become a law Rochester would have been assured by a year of having a new arsenal. But the failure to enact a mortgage tax bill, or some other revenue-producing measure killed the bill this year, because the Governor would not stand for any more increases in the government's expenses. Two other bills introduced by a Monroe legislator—Senator Lewis—which failed of passage—and which were regarded as of all-reaching importance throughout the state, were the water storage bill, erroneously and maliciously denounced as a "grab bill," and that calling for the appointment of a commission to confer with the Federal authorities for the acquirement of the state canals by the Federal Government. The latter measure was lost because the pro-canalists were in the majority.

The Water Company "Blockade"

The most important bill affecting Rochester's interest to the vital core which became a law and which in amended form is now in the hands of the Rochester authorities, is that which blocked the Mingle water grabbers from tearing up the streets of Rochester without municipal authority in order to supply consumers with Lake Ontario water. This bill was introduced by Messrs. Dwyer and Lewis and to their efforts the city is greatly indebted.

The accompanying table will give a comprehensive idea of the work of the Monroe legislators this winter and a recapitulation is, perhaps, superfluous here. It may be sufficient to specially mark out a few of more than passing local moment. Among these were the bills by Senator Lewis permitting the city to sell its $300,000 worth of Genesee Valley Railroad stock; that continuing the Rochester Park Commission; that permitting the city to acquire the Riley Triangle for park purposes; that for the collection of back taxes. Those by Senator Armstrong known as the Sheriff's salary bill and that regulating the salaries of the Assistant District Attorneys. Senator Armstrong's most important measure was the concurrent resolution to appropriate $50,000,000 for good roads. His other general bills of importance was what is known as the "Rochester nurses' bill," which is in the hands of the Governor. How should he bill permitting Charlotte Village to vote away its water plant to a private company be forgotten.

Other Local Bills

Among local bills of importance passed by Assemblyman Smith were the Mt. Hope Cemetery measure; the one amending the charter to allow the authorities to vote more than $40,000 in a year for park purposes; and the one permitting Municipal Court Judges to preside in Police Court. Assemblyman Dwyer's bill with reference to the abandonment of children and that equalizing the salaries of the Judges of the Municipal Court and extending the powers of the Police Court Clerk to the deputy, and that compelling the Erie Road to pay its share of the cost of a dyke along Exchange Street to prevent floods, and last but first, his two bills to restrain the Mingle water grabbers entitle him to great praise.

To recapitulate: Five bills were introduced during the session by Assemblyman Davis, of which two are in the hands of the Governor at the writing; 16 were introduced by Mr. Smith, of which four are laws and one in Senate or Governor's hands; 25 were offered by Mr. Dwyer, of which two are laws and ten are in the hands of the Governor or the Senate; four by Mr. Pallace, one being a law and two are in the Senate; 40 by Mr. Lewis, of which four are laws and nine may become laws, and 21 by Mr. Armstrong, of which one is a law and two may be enacted.

Monroe County Appropriations

Among the items in the Appropriation and Supply bills of interest to Rochester are an appropriation of $125,000 for the State Industrial School site and improvement; $2,000 for the present building for a heating plant; $3,000 for the Rochester State Law Library; $15,000 for the State Normal School's share of the cost of the Brockport sewer; $2,926 for cleaning Black Creek; $2,000 for a waste weir at Oatka Lake, Scottsville; $8,000 for the Naval Reserve at Charlotte; and a sum sufficient to pay the salary of J. Y. McClintock as Deputy Superintendent of Forests from April 1 to the end of the year.

Here is the table of bills introduced by the Monroe delegation:

By Senator Merton E. Lewis

1—Act providing for arbitration between public service corporations and their employes. Died in committee.

2—Legalizing acts of Amos D. Wellman as commissioner of deeds. In Governor's hands April 17.

3—Legalizing acts of town board of Irondequoit. In Governor's hands April 17.

4—Providing for collection of back taxes in Rochester and relating to fees collectible therefor. Recalled from Governor after passage and hearing in Rochester, amended April 10, passed by Senate April 21, passed by Assembly April 22. In Mayor's hands.

5—Amending public school law in relation to apportionment of free school fund. Died in committee.

6—Extending term of water storage commission. Amended and passed Senate April 17,—Died in Assembly.

7—Amending Rochester charter relative to Mt. Hope Cemetery. Smith bill substituted in Assembly. A law.

8—Amending charter of second-class cities providing that Municipal Court judges may act as police judges. A law.

9—Amending Rochester's charter relative to the establishment and maintenance of parks and parkways. Smith bill substituted in the Assembly. A law.

10—Continuing the Rochester Park Commission in office. A law.

11—Amending charter relative to Board of Contract and Supply. Died in committee.

12—Amending the charter relative to the relief of soldiers and sailors and their families. Died in committee.

13—Amending the penal code relative to the fraudulent conversion of property. Amended Feb. 23. Died in committee.

14—Concurrent resolution to amend constitution relative to the power of the Legislature to create debts. Died in committee.

15—Amending charter relative to the creation of municipal funded debt.

16—Amending charter relative to the duties of the Commissioner of Public Safety. Passed Senate. Substituted for similar bill in Assembly.

17—Amending charter relative to city's control of public streets. Dwyer bill substituted in the Assembly. A law.

18—Amending the charter relative to repairing and cleaning sidewalks. A law.

19—Compromising taxes against Monroe County. A law.

20—Amending charter relative to Police Court. In Governor's hands April 13.

21—Permitting city of Rochester to sell its Genesee Valley Railroad stock. Passed Senate April 22. Substituted for Dwyer bill and passed Assembly April 23. In Mayor's hands.

22—Appointing a commission to consult suit with the federal authorities with reference to a ship canal. Died on the floor of the Senate.

23—Amending the consolidated school law relative to school age. Passed Senate. Amended in Rules Committee April 22.

24—Permitting Rochester to acquire Riley Triangle for park purposes. In Mayor's hands for hearing and approval, April 25.

25—Amending highway law relative to maintenance and repairs to bridges. In Governor's hands, April 18.

26—Amending insurance law relative to the required capital for insurance companies. Died in committee.

27—An act relative to the notice of sales of merchandise in bulk. Recommitted April 15.

28—Amending charter relative to appeals from audits of comptroller. Passed Senate. In Assembly Rules Committee.

29—Amending the civil code relative to the fees of jurors in justices' courts. Passed Senate. Sent to Assembly April 17.

30—Amending lien law relative to mail boxes, etc. Embodied in Marshall bill amending same law. Passed Senate. In Assembly.

31—Amending charter relative to Rochester's water supply. Dwyer bill substituted and passed.

32—Providing for taxation of special franchises in Rochester. Amended April 18. Killed by agreement.

33—Amending consolidated school law relative to contracts between school districts. Substituted for Assembly bill passed and now in Governor's hands.

34—Providing for the incorporation of the Continental Association. Died in committee.

35—Amending charter second-class cities relative to the jurisdiction of police justices. Dwyer bill (similar act, passed Assembly).

36—Amending act relative to police pension fund. In Governor's hands.

37—Making an appropriation for Rochester State Armory. Sent to Assembly April 18. Died in Assembly.

38—Amending civil code relative to appeals and costs from justices' courts. Passed Senate. Died in Assembly.

39—Amending charter relative to payment of public improvements of Erie embankment. (Dwyer bill similar act, passed Assembly April 21.) In Mayor's hands.

40—Providing for Continent Association for promotion of Unity. Dead.

By Senator William W. Armstrong

1—To amend highway law relative to commutation of payments. Assembly bill a law.

2—To legalize issue of Brockport sewerage bonds. A law.

3—To construct bridge over Erie Canal at Lyell Avenue. Died in committee.

4—To construct bridge over Erie Canal at South Washington Street. Died in committee.

5—To amend game law relative to grouse and woodcock. In Governor's hands.

6—To amend fish and game law relative to destruction of illegal fishing devices. In Governor's hands.

7—To amend game law relative to close season for quail. In Governor's hands.

8—To amend game law relative to close season for squirrels. Assembly bill substituted and passed.

9—To amend game law relative to close season for wild fowl. Senator Brown's spring shooting bill, identical, passed.

10—To authorize game protectors to make searches without warrants. In Governor's hands.

11—To amend game law relative to powers of protectors generally. Died in committee.

12—To amend fish and game law relative to spearing in Seneca Lake. Died in Assembly April 21.

13—To amend game law relative to sale of venison in Adirondack Park. Killed in Assembly April 22.

14—To regulate width of wagon tires. Killed in Assembly April 22.

15—Constitutional amendment authorizing issuance of $50,000,000 in bonds for good roads. Passed Legislature. Must be passed by Legislature of 1905.

16—Rochester nurses' law. In Governor's hands.

17—To regulate traffic upon ferries. Died in committee.

18—Providing method of submitting all claims to Court of Claims. Died in Assembly.

19—To increase salaries of assistants in Monroe County District Attorney's office. In Governor's hands.

20—To aid County Treasurer to collect past due taxes. Assemblyman Davis' bill passed and in Governor's hands.

21—To permit voters of Charlotte to say whether municipal waterworks shall be sold to Mingle Water Company. In Governor's hands.

By Assemblyman Davis

1—Constitutional amendment providing that qualified electors only may vote upon propositions to bond the state. Died in committee.

2—Amending the highway law relative to commissioners. Died in committee.

3—Rochester nurses bill. Armstrong bill substituted and now in Governor's hands.

4—Aiding County Treasurer in collection of past due taxes. Passed by Senate after being substituted for similar Armstrong bill. Now waiting Governor's signature.

5—Amending sidepath law so that fines recovered shall be charged against the sidepath fund. Passed Assembly.

By Assemblyman Smith

1—Permitting women to vote at special elections in cities of the third class. Passed Assembly. Killed in Senate.

2—Amending supervisors' salary bill to provide that all sessions shall be held on the first day of the month. A law.

3—Amending the Mt. Hope Cemetery law. A law.

4—Permitting the Rochester authorities to expend more than $40,000 annually for park purposes. A law.

5—Permitting the Rochester Railway Company to extend and operate tracks in Genesee Valley Park. A law.

6—Amending charter so as to permit award of contracts to other than lowest bidder. Died in committee.

7—Providing for purchase of Riley triangle for park purposes. Lewis' bill substituted, passed in Assembly and now in Mayor's hands for hearing April 25.

8—Permitting Municipal Court Judges to sit as police justices. Lewis' bill substituted, passed in Assembly and now in Governor's hands.

9—Amending the code relative to nuisances. Died in committee.

10—Permitting city of Rochester to compromise Church Street assessments on county property. Lewis bill substituted. A law.

11—Amending charter relative to cleaning sidewalks. Similar Lewis bill substituted, passed in Assembly. A law.

12—Amending charter relative to duties of Commissioner of Public Safety. Lewis bill substituted in Assembly.

13—Amending code relative to jurisdiction justices' courts. Passed Assembly.

14—Amending highway law. Died in committee.

15—Amending memberships corporations law. Passed Assembly April 17.

16—Amending civil code relative to distribution of estates of intestates. Passed Assembly April 21.

By Assemblyman Dwyer

1—Amending civil service law relative to veterans. Died in committee.

2—Amending military law by providing that Spanish war veterans may have use of arsenals. Died in committee.

3—Amending military law so that stands of arms may be supplied to Spanish war veterans. Died in committee.

4—Giving Spanish war veterans certain exemptions in working out road tax. In Governor's hands.

5—Amending fish and game law relative to grouse and woodcock. Armstrong bill substituted. In Governor's hands.

6—Conferring privilege of benevolent corporations law upon Order of Foresters. A law.

7—Amending law relative to auction sales. Died in committee.

8—Relative to the claims of S. F. Hess against the state. Passed Senate and Assembly. In Governor's hands April 16.

9—Providing for new bridge at Allen Street. Died in committee.

10—Providing for new canal bridge at Jay Street. Died in committee.

11—Equalizing salaries of Municipal Courts judges. Passed Senate and Assembly. In Governor's hands April 18.

12—Escheat bill. Konrad Lang and others. Passed Assembly April 6. Died in Senate.

13—Making jurisdiction of police justices exclusive. In Governor's hands.

14—Amending code by making it a felony to abandon a child under sixteen years of age. In Governor's hands.

15—Restraining miscellaneous persons from tearing up streets of Rochester without permission of authorities. A law.

16—Amending insurance law relative to mistakes in applications. Reported out by Rules Committee Thursday.

17—Creating the Genesee river water storage commission. Passed Assembly. Died in Senate.

18—Permitting city of Rochester to sell its Genesee Valley Railroad stock. Passed Assembly, Lewis bill substituted and on today's calendar.

19—Amending lien law relative to filing of contracts. Died in committee

20—Amending bill to further prevent sale of water in Rochester by private parties. Passed Assembly, substituted for Lewis bill in Senate, passed in Senate April 21, now in Mayor's hands for hearing and approval.

21—Giving same powers to deputy clerk as are now held by Police Court clerk. In Governor's hands.

22—Amending Rochester police pension fund law. Passed in Assembly. Amended in Senate. Repassed. In Mayor's hands.

23—Permitting Rochester assessors to assess franchises as real estate. Killed by agreement.

24—Permitting Rochester authorities to determine portion of costs of Erie embankment to be paid by railroad company. Passed Assembly April 21, Passed Senate April 22. In Mayor's hands.

25—Legalizing acts certain commissioners of deeds. In rules.

By Assemblyman Pallace

1—Making an appropriation for the cleaning of Black Creek. Provided for in the appropriation bill.

2—Compelling state to bear expenses of maintaining canal bridges. Died in Ways and Means Committee.

3—Amending cemetery law so that lots upon which taxes have not been paid in twenty years may be sold. In Governor's hands.

4—Permitting citizens and taxpayers of Charlotte to vote on question of selling village water plant to a private corporation. In Governor's hands.

BILL FOR ROCHESTER ARMORY PASSES THE ASSEMBLY TODAY

Measure, Appropriating Part of the Money Needed, Saved From Death In the House by the Personal Appeal of State Committeeman Aldridge to Speaker Nixon.

Times, April 23-1903.

(From a Staff Correspondent.)

ALBANY, April 23.—The bill appropriating $250,000 for a new Armory for Rochester was passed by the Legislature shortly before noon today. Only $10,000 of the appropriation is available this year, but the passage of the bill assures the purchase of a site and the commencement of work on the new state structure some time within the next year.

The passage of the Armory bill is a complete surprise to those not on the inside. It was supposed that the failure of the Legislature to enact an anti-mortgage tax bill or some other revenue-producing measure had killed the bill, but the influence of Hon. George W. Aldridge of Rochester, was brought to bear on the state authorities and had the effect of having the measure reported out of the Assembly Rules Committee and passed. The fact that only $10,000 of the total appropriation will be used this year makes the bill favorable in the eyes of the Governor, who will undoubtedly give it his approval. It will be sent to the Governor at once.

Credit Due Mr. Aldridge.

The passage of the Armory bill was entirely due to the efforts of Mr. Aldride in its behalf. Late last night the rules committee declared that only the influence of the Monroe County politician could save the measure. This morning Mr. Aldridge made a personal application to Speaker Nixon, who promptly ordered the bill out of committee.

The Armory bill was introduced in the Senate by Senator Merton E. Lewis early in April and was sent to the Assembly on April 18. There it was supposed to have died in committee until through the efforts of Mr. Aldridge it was resurrected.

The passage of the bill will bring joy to the hearts of the Rochester national guardsmen and their friends. For many years the militiamen have labored vainly to secure a modern armory to replace the present antiquated structure. Recently at a banquet of L. Boardman Smith Command, Spanish War Veterans, Senator Armstrong delivered an address in which he urged the soldiers to arouse themselves and work for a new state structure. The speech of the Senator had the desired effect of awakening the enthusiasm of the guardsmen, who at once buckled down to the task of obtaining a new armory.

Selection of a Site

The Common Council of Rochester was appealed to and a special committee from that body was appointed to look up a site for the proposed structure. Several sites were considered and the State Armory Commission visited Rochester and inspected several of them. Three of the sites were elected by the Commission out of which the Common Council was to choose the place for the location of the Armory.

A meeting was called for that purpose, but the site selected by the aldermen did not exactly suit the State Armory Commission so it was not approved. The matter of selecting a site was then put over until after the question of securing an appropriation for the building was settled.

The site for the Armory will be purchased by the city in exchange for the old building on Washington Square. The $350,000 just appropriated will be used entirely for the construction of the new building.

WHAT THE ASSEMBLY DID IN ITS VERY LAST HOURS

Times, April 23-1903.

(By Publishers' Press.)

ALBANY, April 23.—The Assembly was scheduled to convene at 9:30 for its closing session, but it was 9:50 when Speaker Nixon rapped for order for the last time. Previous to the session the rules committee met and reported out a number of bills. Only two desks were graced with flowers. On the desk of Leader Rogers rested a magnificent floral broom four feet in height, the gift of his fellow members of the Republican majority; and on the desk of Assemblyman Neville was a basket of ferns and carnations.

The first fight took place on the Agnew bill transferring from the park to the rapid transit commission control over the elevated railroad structure in Battery Park. Assemblyman Mullaney defended the bill, saying that it was favored by the city authorities of New York. Speaker Nixon appealed to the members to be brief in their debate but Mr. Hornidge insisted on his right to be heard. He made a speech against the bill and when he sat down Mr. Ellis moved the previous question.

The motion was defeated, 84 noes to 38 ayes.

The following bills were passed:

Mr. Weston, regulating the charges for the use of steam shovels in connection with grain elevators.

Mr. Hughes, prescribing the powers of local authorities regarding the opening of ditches.

Senator Townsend, establishing a close season for black bears.

Mr. Curry, compelling the setting aside as a public dock of the lower part of the pier at Fifty-seventh Street and the North River, New York City.

An emergency message from Governor Odell was read and under its provisions the Rogers bill appropriating $100,000 for the payment of tuition of non-resident pupils in the academic schools of the state was passed, only one vote, that of Minority Leader Palmer, being recorded against it.

The Assembly Committee on Rules reported favorably Senator L'Hommedieu's bill amending the railroad law relative to consents so that consents heretofore made shall be continued until Dec. 31, 1906. This bill is one of the so-called "grab" bills, it being alleged that under its provisions a trolley railroad could be built from New York to Buffalo. Speaker Nixon said the bill would be considered later.

The Elsberg amendment to the rapid transit act relative to the construction of an independent railway system by annual expense of the city was recommitted by a vote of 78 ayes to 34 noes.

Senator Lewis' compulsory education bill providing that when children between 11 and 16 are employed during the day they must attend night schools when such are established, was passed.

Other bills passed:

Senator Lewis, providing that where an epidemic exists in second-class cities the Commissioner of Public Safety shall not be compelled to make public that fact.

Mr. C. W. Smith, providing for the erection of a monument for Sir William Johnson at Johnstown.

Senator E. R. Brown, defining the manner in which summonses in actions against foreign corporations shall be served.

Senator Townsend, authorizing Whitesboro, Oneida County, to borrow $9,000 for the completion of a sewerage system.

Senator Grady, defining the jurisdiction of Surrogates.

Senator Brackett, prohibiting the employment of women and children at metal polishing or buffing.

Senator Martin, amending the charter of the Home for Inebriates and Drunkards in New York city.

AND THE FALL THEREOF WAS GREAT

In Space of Ten Hours Temperature Fell Fifty Degrees — All Previous Records Were Broken.

Probably the most remarkable drop in temperature in the history of the local weather bureau occurred Thursday night and ushered in the month of May yesterday morning. At 2 o'clock Thursday afternoon the thermometer registered 85 degrees. As the storm approached the temperature fell slightly until 5 o'clock, when the storm broke. Then it went down with a cold dead thud. In fifteen minutes the mercury dropped 20 degrees.

This remarkable fall continued until 9 o'clock, when the temperature machine stood at 58 degrees for an hour more. Then it took another plunge and at 12 o'clock midnight registered three degrees above the freezing point. As if relenting for its haste and fearful that it might do untold damage, King "Cold" held back in the traces and the fall from that time until 8 o'clock yesterday morning was but five degrees. From this it will be seen that in ten hours the temperature fell 50 degrees, which breaks all previous records.

Another fact worthy of notice is that it lacked two degrees of being the coldest weather Rochester ever had in May. In the year 1880 the record of 28 degrees above zero was reached on May 1. On May 5, 1891, it was 30 degrees above, and on the 10th of the same month last year the thermometer fell to 29 degrees.

Throughout the country at 9 o'clock last night, the hour at which Forecaster Doy made his predictions, the weather maps showed that clear weather prevailed. West of the Mississippi there was a slight fall of the barometer, but this will not interfere with the clear weather of to-day, and it is probable that to-morrow will be warmer and fully as clear. A heavy frost for this morning was predicted but will not do much damage, owing to the dryness of the atmosphere.

Chamber of Commerce Meeting.

The Rochester Chamber of Commerce will hold a meeting to-morrow afternoon at 4 o'clock. Routine business will be transacted. On Monday, May 4th, will be held a regular meeting of the Chamber at 8 P. M. The meeting will be addressed by the Hon. Merton E. Lewis, on "Arbitration." Mr. Lewis has made this subject a very careful study and it is expected that his talk will be a profitable one. At the conclusion of the meeting lunch will be served to the visitors.

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Historic Scrapbooks Collection

ROCHESTER CHAMBER
OF COMMERCE

A Regular Meeting of the Corporation will be held in

ASSEMBLY HALL,

MONDAY, MAY 4th, 1903, at 8 P. M.

ON WHICH OCCASION

HON. MERTON E. LEWIS,

WILL DELIVER AN ADDRESS ON

"ARBITRATION"

The subject under consideration is one of the most important ones confronting the industrial world to-day. Senator Lewis has given much time and thought to the question, and it is hoped and believed that the hall will be filled.

Enclosed please find two admission cards, which kindly give to friends not members of the Chamber.

Luncheon, enough and to spare, will be served at the conclusion of the address.

JOHN M. IVES,
Secretary.

Rochester, N. Y., May 1, 1903.

GUEST'S CARD

Address by HON. MERTON E. LEWIS.

"ARBITRATION."

ROCHESTER CHAMBER OF COMMERCE

MONDAY Evening, May Fourth, Eight O'Clock

Mr.

Introduced by

Member

COUNTY MARKET

Supervisor Tozer Won Notable Victory in Board.

SUPERVISORS APPROVE PLAN

Board Went on Record in Favor of Tozer's Resolution But Must Later Make an Appropriation Before It Can Go Into Effect — County Job for Mr. McClintock Is Proposed.

The Board of Supervisors by a vote of 28 to 9 approved yesterday of Supervisor Tozer's plan for a public county market. This committee was appointed to take charge of the plan: Supervisors Tozer, Clark, Collins, Palmer, Warren, Ashton, Quinlan, and Chairman Ellsworth. The committee will get to work at once, procuring plans and obtaining estimates for the market on the river front, and the first meeting of the committee will probably be held to-day. While the board is committed to the principle to vote a appropriation has been made or plans made for some time. Supervisor Mumbleby has won a notable victory in the adoption of the resolution, but the real struggle will come when a specific appropriation is asked for to establish the market, including the bid specifications have been drawn up by the committee recommending the three sites presented. Supervisor Isaac Hall of the Ridge Road and the report of

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

THE THOUSAND TON BARGE CANAL BILL

Union and Advertiser
May 25, 1903.

Senators Who Voted Against It Make Statement to the Public of Their Reasons for Opposing Its Passage.

Bill Cannot Become a Law Unless Ratified by Popular Vote at the Coming Election—Arguments Against Its Enactment.

To the People:

The senators who voted against the thousand ton barge canal bill deem it proper, in view of the fact that the bill cannot become a law unless ratified by popular vote at the coming election, to make a statement to their constituents and to the people at large, of their reasons for opposing its passage.

While it is manifest that the canal as it now exists, or as it is projected, must necessarily affect localities through which it passes, and particularly the terminals of New York and Buffalo, more than other parts of the state, we do not base our opposition upon sectional or local hostility to the canals, but upon what we believe to be the evils and misfortunes of the whole state and its people attending upon the adoption of the particular measure under consideration. We recognize the fact that great benefits to important sections of the state benefit the entire state, if not secured at the expense of other sections, but we are determined that a clamor from some powerful interests in the cities of New York and Buffalo shall not be substituted for reason in the examination of the question thus to be submitted to the people for their decision. Much of this clamor comes from the same interests in those cities that have by their exactions and overcharges for docks, elevators and other terminal facilities, enriched themselves at the public expense, while directly contributing to the decline of canal commerce since 1851. Located in the principal centers of canal influence, they have succeeded in defeating, year after year legislative relief from this oppression, which was due to the people. Now that these exactions, covering a period of upwards of twenty years, have proved so great a deterrent to canal commerce that it has steadily declined during all that time notwithstanding freedom from tolls granted by the state, they seek to have the state enlarge the field of their operations and to preserve the source of their gains regardless of public expense. We therefore appeal to the people in these three great cities which are our pride as well as theirs, for a fair consideration of the issue.

We deny that there is any condition or emergency in the development of these great commercial centers, or any lesson to be learned from their history which would justify the levying of taxes upon the property of the state, or the incurring of a state indebtedness for an initial expenditure of one hundred and one million dollars in this enterprise. If such a welfare tax can be viewed as wholly bound up in the highest possible rate of increase in the population and wealth of these two cities, we fail to see how the projectors of the new canal can expect a growth in either much in excess of the past and present rate. The population and assessed valuation of the city of New York, treating that city as composed of the counties of Kings, New York, Queens and Richmond, for the past eighty years are shown in the following table:

	Population.	Assessed Valuation of Real and Personal Property.
1820	152,147	$ 79,554,196
1830	242,278	140,750,327
1840	401,812	285,700,479
1850	706,325	350,286,881
1860	1,175,474	715,064,631
1870	1,469,045	1,287,382,275
1880	1,835,269	1,425,878,457
1890	2,533,600	2,127,040,873
1900	3,437,202	2,579,809,394

The growth of population and wealth of the city of Erie is shown in the following table:

1820	10,834	$ 2,586,958
1830	20,759	2,899,125
1840	37,466	13,885,512
1850	606,993	17,319,387
1860	141,971	42,077,365
1870	276,699	81,338,591
1880	360,941	136,009,903
1890	431,886	290,954,659

These eighty years the population of [illegible] been estimated as that [illegible] of very moderate relative [illegible] to the rest of the state now [illegible] nearly one-half of the population [illegible] hands of the wealth of the [illegible] The growth of both [illegible] and Buffalo has been [illegible] relatively greater than [illegible] Philadelphia or Baltimore, commercial rivals an[illegible]

While much of the state's earlier prosperity is doubtless attributable to the canals, their history for many years reveals a record of inconsiderable importance in the vast commercial development of the times. While it can be readily appreciated what an important factor a tonnage of 1,638,583 tons on the Erie canal was in 1850 to the city of New York with a population of 650,000, and to the city of Buffalo with a population of 40,000, when the modern railroad was unknown, it can as easily be seen how small a factor in their commercial life with their population increased six fold, was the tonnage of 2,105,876 tons in 1902, being less than two-thirds of the tonnage of the canal in 1872 (3,562,560 tons). The later growth of these cities has not been dependent upon and has not been checked by the decadence of the canals.

If the policy of the state requires the expenditure of the state's moneys for the purpose of creating facilities for transporting freight in competition with the existing railroads, why would it not be better for the state to construct a four-track railroad from Buffalo to Albany, along the present route of the Erie canal? Competent engineers have asserted, and the statement has never been contradicted, that such a railroad could be constructed for a much smaller sum than it is proposed to expend in the construction of the barge canal. It is also unquestionably true that the annual charge for maintenance of such a railroad would be smaller than the probable charge for canal maintenance.

We are not convinced by the alleged demonstration of modern canal navigation on the continents of Europe whose peoples are burdened with enormous national debts, that the time is ripe for us to open up a new era of canal building in this state with its accompaniment of a heavy state debt, but would point out that as the United States has now for many years had the greatest commercial development of any country, and New York state the greatest commercial development of any state, it would be well for us to pause before attempting to improve conditions acknowledged to be the best in the world, at a cost so heavy that it may seriously handicap our general welfare.

A brief examination of bills for the support of government and of history of public works in this state, will satisfy the most sanguine canal supporters that the expenditure of $101,000,000 will be only the beginning of expenditures. There is the highest degree of probability that the estimates are too low; that great engineering works not included in the plans, will be rendered necessary by unexpected contingencies in connection with supplying the canal with water, and in confining the water within its banks; that there will be large and unexpected damages to private interests which the state must pay. From these causes and the building and maintenance of bridges and roadways, it is more than likely that the sum named will not be half large enough.

In this connection, while we hope and believe that the standards of honor in official life have kept pace with our civilization, we are moved by the deepest concern at the prospect of such a vast expenditure by the state on public works, a concern which is not quieted by reflection on the state's experience with canal contracts in the past. The inevitable tendency of such expenditure is toward corruption—a corruption which degrades the government and the governed.

If carried through the enterprise is sure to injure our laboring population now employed to the utmost, and to bring to us either under the law or in spite of the law, tens of thousands of foreign laborers of the lowest type who will remain when the work is done, a drag on our civilization and a menace to our native workers. Such has been our experience in building the great transcontinental railways, and in many public and private undertakings, and we have no cause to think that we shall be relieved from the ordinary and natural consequences of our own acts.

In many sections of the state the canals are now drawing from our lakes and streams a supply of water sorely needed for manufacturing and municipal uses. If enlarged according to proposed plans, the supply for the canal must be indefinitely increased at the immediate and direct loss not only to individuals but to counties, cities and towns whose growth and development may be retarded, if not destroyed.

The state is now defraying the expenses of government without a direct tax levy. If this proposition is adopted, that policy may as well be openly abandoned, and whether abandoned or not, the great expenditures incident to building the canal will indefinitely postpone the realization of the beneficent policy of the State, regardless of party, in building good roads, completing the acquisition of the state's forest parks, adequately providing for the state's

[illegible] tion to reverse the economic policy of the state for the past ten years, to impose the burden of a heavy debt upon a treasury now substantially free from old indebtedness, but sufficiently laden with demands for present needs, and to make a heavy increase in taxation.

Why should New York state expend $200,000,000 in a doubtful experiment, to bring the products of the farms and factories and forests of the great northwest to the seaboard for a time less per ton than they are now transported? Will we be any richer for paying the dime it now costs them? Such a public improvement should be undertaken, if at all, by the federal government at national and not at state expense. If undertaken, it should never be a thousand-ton barge canal which cannot carry vessels fit for either the great lakes or the sea, but a ship canal from Lake Ontario to the Hudson river. If the interests of the nation shall eventually require such a canal, it will bring with it the great advantage over the present plan of opening up for maritime commerce, the navigable waters of Lake Ontario and the St. Lawrence river from Ogdensburg to Niagara, a water front coextensive with the northern boundary of the state. If canals have not outgrown their usefulness, there can be no valid excuse for entering upon a plan of canal improvement which shall leave out of consideration Lake Ontario as a part of the system of navigation from the west to the seaboard.

We believe the proposition submitted to be economically unsound, whether considered from the standpoint of the whole state or any part of the state, and we therefore appeal to the people of the state to organize and take efficient action to prevent so unfortunate a result as the adoption of this ill-advised measure.

John Raines.
Elon R. Brown.
Merton E. Lewis.
Joshua N. Hilts.
Henry S Ambler.
William W. Armstrong.
Walter L. Brown.
William D. Barnes.
James R. McEwan.
Albert T. Fancher.
Frank J. Lefevre.
George H. Bobbie.
Franklin D. Sherwood.
Edwin C. Stewart.
Benjamin M. Wheeo.
F. C. Stevens.

WEDNESDAY, MAY 190[illegible]

TWELFTH TRADE EXTENSION TRIP

CLEVELAND WHOLESALE MERCHANTS' VISIT.

NO FORMAL RECEPTION

Talk of Trade Invasion and Unfriendly Expressions from Local Merchants Denied—Object is to Promote Intimacy with Customers.

The twelfth trade extension excursion of the wholesale merchants of the Cleveland Chamber of Commerce arrived in Rochester at 7:15 last night, by special train on the Central, and, after spending the evening in meeting the various representative men of the city, left at 5:30 this morning on the Erie. Forty of the prominent business men of the city of Cleveland are members of the party. As stated by one of the gentlemen of the company, the purpose of the excursion is the booming of the industries of Cleveland and establishing terms of greater intimacy between the merchants of Cleveland and those they deal along the route. The statement that this function is in any way a move of invasion, and that the visitors had been treated coldly by the Chambers of Commerce of either Buffalo or Rochester, was emphatically denied.

While the trip is not exactly a social function, nothing is lacking to make the journey pleasant for the party. The train consists of the two sixteen-section Pullman sleepers, Elmwood and Veyfie, and the dining car, Manhattan. The party lives entirely on the train while en route, spending last night on the siding at the Erie station. The following is the itinerary of the excursion:

Tuesday, May 26th—Buffalo, North Tonawanda, Niagara Falls, Lockport, Middleport, Medina, Albion, Holley, Brockport, Rochester.

Wednesday, May 27th—Rochester, Batavia, Attica, Warsaw, Canaseraga, Dansville, Andover, Wellsville, Friendship, Cuba, Olean.

Thursday, May 28th—Olean, Bradford, Mount Jewett, Johnsonburg, Kane, Ridgeway, Brockwayville.

Friday, May 29th—Brockwayville, Dubois, Punxsutawney, Mosgrove (for transfer), Kittanning, Mosgrove (for transfer), Butler, Grove City, Mercer, Cleveland.

The Cleveland wholesale houses represented include dealers in boots and shoes, cloaks, suits, crockery, glassware, lamps, drugs, dry goods, carpets, fancy goods and toys, hardware, jewelry, laundry, lumber, millinery, optical supplies, paints and colors, printing, sash, doors and glass, sewing machines and automobiles, steel ranges, varnish and wall paper. These concerns were represented by the following men:

George W. Avery, J. C. Henry, George T. McIntosh, R. E. Burdick, W. H. Garlock, A. B. Lambert, A. E. Pike, W. F. Weaver, Grant T. Whittlesey, Alexander Frews, Frank T. Bowman, George W. Kinney, Leslie F. Metcalf, E. L. Strong, Malcolm I. Mitchell, W. H. Sayer, L. A. Herbert, H. Ashbrook, J. R. Pearce, George W. Cady, S. L. Pierce.

The banks of the city were also represented by Ernest Radder, C. E. Farnsworth, Charles L. Mosher, F. J. Woodworth.

The object of the visit has been somewhat shrouded in mystery. It was only by accident that Secretary Ives, of the local Chamber of Commerce, learned of the fact that the Cleveland men were coming. He immediately telegraphed to the secretary of the Cleveland Chamber of Commerce, saying that he did not wish to appear impertinent and that the Rochester Chamber of Commerce would not be in any way discourteous to visitors, and asking that they kindly telegraph the object of their visit and state whether they would accept hospitality from the Rochester organization.

The Cleveland secretary replied, saying that their visit would be too short to allow of a formal reception, but that they would be glad to meet the members of the Rochester Chamber of Commerce informally. Nothing was stated as to the object of the visit. Though nothing was said to that effect by Mr. Ives, the general impression went around that a trade invasion and that the local merchants did not regard the visitors with any too friendly feeling. Rumor had it that the Buffalo reception was rather chilly also. It was even stated that the visitors complained of this, but these rumors were all denied last evening by one of the visiting gentlemen who was seen by a reporter.

Said he: "The object of this visit is, as the name implies, to extend the trade of the city of Cleveland. There is absolutely no attempt on the part of any individual house to transact business for itself or to talk for itself on this trip. The object, rather, is to find trade if we can. There is no competition about it. Nor it is an invasion of the trade interests of the territory traveled through. We do not seek to get trade away from any house which control trade in certain lines in these localities. We are here in the interests of those lines of trade only that are already controlled by Cleveland houses.

"We are already selling here from 60 to 70 per cent. of all the goods in certain lines that are being bought by the people in those sections. Take the item in particular are paint, hardware, clocks, crockery, and, perhaps, one or two others. In these directions only are we attempting to get into more intimate relations with our customers and promote the interests of Cleveland houses in general. Hence we are not invading, only going where we were already successful and trying to expand there.

"As to the unfavorable comment on our visit, there is nothing but the most friendly feeling on the part of the Rochester and Buffalo organizations as far as we know. The Buffalo people sent a very cordial letter, inviting us to be entertained by them, and we received also a most kindly note from Mr. Ives, but we were in both cases obliged to refuse anything more than a mere informal meeting of their representatives, owing to the shortness of our stops in these places. Hence we have no feeling of unpleasantness whatever at not being formally received."

The gentlemen spent the evening visiting with Rochester business men.

RETAINING WALL WILL BE BUILT

City Engineer Prefaces the Ordinance Providing For Improvement.

RAILROAD MUST PAY

Safeguard Against Floods, It Is Estimated, Will Cost About $18,054.75.

The Times-Aug 26, '03

As a result of several conferences between Mayor Rodenbeck and City Engineer Fisher, the latter has drafted an ordinance providing for the construction of a retaining wall along the west bank of the Erie canal as a safeguard against floods. The ordinance will be presented to the Council tonight. The estimated cost of the safeguard is $18,054.75.

The ordinance involves the raising of the tracks of the Erie Railroad Company and the city officials are of the opinion that the company should stand its share of the cost of construction. A recently enacted law authorized the Assessors to charge part of the cost of improvements to property benefited, and it is under this law that the city asks the Erie Company to pay the sum of $11,234.

In a communication to Chief Engineer Charles W. Buckholz of the Erie Railroad Company, City Engineer Fisher proposes that if the company will pay the sum of $11,234, the city will pay any assessment that may be levied against the company. If the railroad company accepts the City Engineer's proposition, the cost of the safeguard will be only $11,234, while if the city builds the improvement it will cost $18,054.75.

SERVICE

Herald June 17, 1903.

New Train To Accommodate Rochester Business Men.

WILL ENTER CENTRAL STATION

Train Will Leave Waterport at 7.10 in the Morning Reaching Rochester at 8.35, Return Train Will Leave City at 6.15 and Stop at All Stations Between City and Waterport.

With a train leaving Waterport at 7.10 o'clock in the morning, reaching Rochester at 8.35 o'clock, and a returning train leaving this city in the evening at 6.25 o'clock and reaching Waterport at 7.50 p. m., stopping at all intermediate stations, the business men of Rochester who reside along the lake front will have secured a train service over the Rome, Watertown & Ogdensburg Railroad which they will highly appreciate. This new service will go into effect June 14 and, if patronage warrants, will be continued throughout the year.

Besides this liberal concession on the part of the New York Central officials, the train will be run into the Central station over the Charlotte branch, instead of stopping at the State street station, as formerly. The change just announced was first agitated some time ago by Seth J. T. Bush, a Rochester business man living in one of the lake villages.

Under the present schedule the train arrives in Rochester as late as 10.45 o'clock in the morning and returns at 4.10 in the afternoon. This arrangement gives business men only time enough to reach their offices and have a look, but no time for doing business. Those to whom desire to come to the city to attend the matinees at the theaters or see the ball games are as badly handicapped. Lawyers who have cases at court must come to the city the night before and, unless they are able to try their cases early in the day, have to remain in the city for a second night.

Mr. Bush took the matter up with Secretary Ives of the Chamber of Commerce, who, in turn, wrote General Passenger Agent Daniels and Hon. George W. Aldridge, secretary of the State Railroad Commission. The campaign was a vigorous one, and word has been received from Mr. Aldridge that he is in receipt of a letter from General Superintendent Smith of the Central that the change will be made June 14, as above stated.

NEW TRAIN ON THE ROME AND WATERTOWN

Democrat & Chronicle
June 4, 1903.

Result of Action by Chamber of Commerce—Will Benefit Rochester Merchants.

It is announced that a new train will soon be put on the Rome, Watertown & Ogdensburg Railroad, to accommodate those persons living in the towns to the west of this city, who wish to come in to transact business. The new train will leave Waterport each day at 7:10, arriving in this city at 8:35. Returning it will leave this city at 6:25, arriving in Waterport at 7:50. The train will stop at all stations going both ways.

The addition of the train to the schedule was brought about by the residents of Hilton, Greece, East Hamlin, Morton, Kendall, Kent, Carlton and all the other towns along the line of the Rome, Watertown & Ogdensburg Railroad, their efforts being seconded by the Rochester Chamber of Commerce.

Heretofore the train service on this branch of the Rome, Watertown Railroad has been such that it was impossible for people living along the line to come to the city as often as they would like. The only train in the morning brought them to this city at 10:45, and, returning, left at 4:40. This left little time in which to transact any business in this city, after taking out time for dinner.

Those who had court business to attend to had to come to the city the day before, in order to be present at the opening of court, and many times persons were compelled to stay over because they were unable to finish their business in time to take the train home.

This state of affairs was brought to the attention of Secretary Ives, of the Chamber of Commerce, and he drafted a petition which he circulated along the line of the railroad prepared and brought to him to present to the railroad. Secretary Ives wrote to Passenger Agent H. Daniels of the road, stating the wishes of the people living along the road, and calling attention to the fact that the service in Buffalo was much better than in this city, a fact which the Rochester Chamber of Commerce has long tried to remedy.

After writing Mr. Daniels, Secretary Ives sent another letter to George W. Aldridge, secretary of the Board of Railroad Commissioners at Albany, calling his attention to the state of affairs existing, and asking him to bring his influence to bear to have another train provided.

As a result another train has been added. If the patronage is sufficient it will be continued. The train will enter and leave the city at the Central avenue station instead of the State street station, coming to the city over the Charlotte branch of the Central. This is in line with the rumor which was circulated some time ago that all trains of the Rome, Watertown & Ogdensburg Railroad would enter the city over the Charlotte branch.

ROCHESTER DEMOCRAT AND CHRONICLE, June 12, 1903.

FIRE EATS UP PROPERTY VALUED AT HALF A MILLION DOLLARS

Brick Presbyterian Church, Pancost Building and Higgins Livery Stables in Ruins.

FIVE FIREMEN BADLY INJURED

Fire Started in Lantern Works and Spread Quickly to Adjoining Buildings---Heroic Work Saved State Street Structures---Walls Fell on Water Tower---Losses and Incidents of Fire.

One of the most disastrous, extensive and spectacular fires in the history of Rochester broke out shortly before 8 o'clock yesterday morning in the factory of the Star Headlight Company situated in the Pancost building on the corner of Allen and Fitzhugh streets and before the flames were under control, damage to property amounting to a quarter of a million dollars had been done, the old and historic Brick Presbyterian Church building was a shapeless mass of red hot brick and iron, seven firemen had been taken to the hospitals suffering from injuries received from falling timbers and cornices, while the charred body of an unknown man is said to lie buried beneath the smoking pile.

At 7:40 o'clock yesterday morning Ray Williams, aged 19, of No. 62 Raymond street, an employee of the Star Headlight Company, attempted to anneal some sections of headlights or lanters manufactured by the firm. It is customary to do this by plunging the pieces in a bath of palm oil and other ingredients. It appears that the sections of the lanterns were too hot and as he placed one of them in the annealing bath, the liquid took fire and the flames burned his hand and wrist so badly that he dropped the material into the bath. In an instant the vat of oil was a mass of flames and the boy ran shrieking with fright and pain through the building, giving the alarm.

The foreman of the works sprang to the Rochester Signal Company fire alarm box in the building and turned in an alarm from box 13. This alarm does not summon all the companies which respond to an alarm from this section, which is known as the danger district on the regular system and there was a little delay which proved costly. Truck 1, Chemical 1 and Hose and Engine Company No. 3 responded to the Standard alarm and in another minute an alarm on the regular wires was turned in from box 36. This summons was responded to with a rush by all of the down town companies and before the echoes of the clanging bells and grinding wheels had died away the apparatus from nearby points had reached the scene.

Rapid Spread of the Flames.

But in the meantime the fire had spread with fatal rapidity. The blazing oil spread over the floor of the factory, and licking up the inflammable material swept through to the roof, climbed the elevator shafts, and seized on a dozen barrels of rosin which is used in the soldering department of the Headlight Company.

With a roar the flames burst from all the windows of the doomed building and enwrapped the whole structure. The employees of the factories had hurried from the building on the first cry of fire and reached the street in safety.

Chief Little was at his home when the first alarm was turned in, but Assistant Chief Frank Jaynes was on hand, and quickly realizing that a conflagration was threatening the whole of the State street business blocks, the Walbridge block and the Brick Presbyterian Church, he sent in a general alarm at 7:53, just seven minutes after the first alarm had been turned in from the Standard box.

The outside companies were quickly on hand, but the vast clouds of black smoke, surmounting the sheets of flame reaching skyward, showed that they were none too quick, and that a desperate battle was in store if fire was on. Within a few minutes after the outbreak the fire had spread to the ground floor, and then with a roar the boiler in the basement exploded, throwing blazing material all over the structure.

Twenty streams from the Holly hydrants and from the engines attached to the Henderson block hydrants were poured into the building without apparent effect, and the west wind was urging the fire toward the buildings fronting on State street and extending south from Allen street.

Fire Reaches Livery Stables.

To the south of the burning building the new barn and storage stables of Edward F. Higgins were smoking, and occasionally bursting into flames in spots on the roof. The vortex of flames in the center of the Pancost building swirled to the east and south at this time, and soon the five-story wall separating the Higgins stable from the burning building was seen to bulge outward and the cornice to crack and totter.

Cries of warning were sent up from the crowds which had gathered at every available view point and the firemen driven back by the intense heat generated by the oil and rosin were just in time to escape annihilation as the heavy wall swayed for a moment, then came down with a crash on the Higgins building, smashing it in like an eggshell and sending up a blinding cloud of smoke as a signal of the first victory of the flames.

Wall Falls on Water Tower.

In the meantime the water tower had been placed in position on Allen street almost opposite the center of the Pancost building and fed by heavy engines and Hemlock hydrants it was pouring a deluge of water on the fire which licked it up in steam in an instant.

Soon the wall fronting on Allen street was seen to quiver and cracks in the brickwork opened showing red streaks of flame through the pall of smoke which hung over the street.

Allen street was then paved with scores of lines of hose running to the water tower and to nozzles manned by firemen at every point of vantage. The police fought desperately to keep the crowd out of Allen street and to give the firemen room to work and were partially successful. Then the massive cornice surmounting the north wall of the building began to waver and in an instant the vat of oil was a mass of flames and the boy ran shrieking with fright and pain through the building, giving the alarm.

The foreman of the works sprang to the Rochester Signal Company fire alarm box in the building and turned in an alarm from box 13. This alarm does not summon all the companies which respond to an alarm from this section, which is known as the danger district on the regular system and there was a little delay which proved costly. Truck 1, Chemical 1 and Hose and Engine Company No. 3 responded to the Standard alarm and in another minute an alarm on the regular wires was turned in from box 36. This summons was responded to with a rush by all of the down town companies and before the echoes of the clanging bells and grinding wheels had died away the apparatus from nearby points had reached the scene.

Rapid Spread of the Flames.

But in the meantime the fire had spread with fatal rapidity. The blazing oil spread over the floor of the factory, and licking up the inflammable material swept through to the roof, climbed the elevator shafts, and seized on a dozen barrels of rosin which is used in the soldering department of the Headlight Company.

With a roar the flames burst from all the windows of the doomed building and enwrapped the whole structure. The employees of the factories had hurried from the building on the first cry of fire and reached the street in safety.

Chief Little was at his home when the first alarm was turned in, but Assistant Chief Frank Jaynes was on hand, and quickly realizing that a conflagration was threatening the whole of the State street business blocks, the Walbridge block and the Brick Presbyterian Church, he sent in a general alarm at 7:53, just seven minutes after the first alarm had been turned in from the Standard box.

The outside companies were quickly on hand, but the vast clouds of black smoke, surmounting the sheets of flame reaching skyward, showed that they were none too quick, and that a desperate battle was in store if fire was on. Within a few minutes after the outbreak the fire had spread to the ground floor, and then with a roar the boiler in the basement exploded, throwing blazing material all over the structure.

Twenty streams from the Holly hydrants and from the engines attached to the Henderson block hydrants were poured into the building without apparent effect, and the west wind was urging the fire toward the buildings fronting on State street and extending south from Allen street.

Fire Reaches Livery Stables.

To the south of the burning building the new barn and storage stables of Edward F. Higgins were smoking, and occasionally bursting into flames in spots on the roof. The vortex of flames in the center of the Pancost building swirled to the east and south at this time, and soon the five-story wall separating the Higgins stable from the burning building was seen to bulge outward and the cornice to crack and totter.

Cries of warning were sent up from the crowds which had gathered at every available view point and the firemen driven

MISSING.

William Bowman, laster, No. 90 Cleveland street.

SERIOUSLY INJURED.

Edward Cawthra, hose No. 11, at City Hospital, struck in abdomen by section of cornice.

INJURED.

Acting Battalion Chief James J. Lynch, Battalion No. 2, foot injured.

Lieutenant George F. Asmuth, hose No. 4, hand burned.

Charles W. Oldfield, hose No. 1, nail driven through foot.

Fireman Joseph Zimber, truck No. 1, head cut.

CHURCH WILL BE REBUILT AT ONCE

Magnificent Edifice to be Built on Site of the Historic Old Structure. Action Taken at Meeting of Trustees---Valuable Records Lost. History of the Society. Sympathy of Churches.

back by the intense heat generated by the oil and rosin were just in time to escape annihilation as the heavy wall swayed for a moment, then came down with a crash on the Higgins building, smashing it in like an eggshell and sending up a blinding cloud of smoke as a signal of the first victory of the flames.

Wall Falls on Water Tower.

In the meantime the water tower had been placed in position on Allen street almost opposite the center of the Pancost building and fed by heavy engines and Hemlock hydrants it was pouring a deluge of water on the fire which licked it up in steam in an instant.

Soon the wall fronting on Allen street was seen to quiver and cracks in the brickwork opened showing red streaks of flame through the pall of smoke which hung over the street.

Allen street was then paved with scores of lines of hose running to the water tower and to nozzles manned by firemen at every point of vantage. The police fought desperately to keep the crowd out of Allen street and to give the firemen room to work and were partially successful. Then the massive cornice surmounting the north wall of the building began to waver and in an instant the vat of oil was a mass of flames and the boy ran shrieking with fright and pain through the building, giving the alarm.

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church and from every point torrents of water were poured on the steeples and roof. But the wind swept the fire through the attic steadily toward the west, embracing the Sunday-school building and finally wrapping the whole structure in a bright glow.

The ascending pillars of flame and smoke and the brightly burning steeples overlooking the city signalled to the people that a fire of unusual magnitude was in progress and in multitudes they flocked to the spot and watched the spectacle. The steeples were built entirely of wood and furnished rich food for the fire while the heavy wooden cornices and long roofs covering almost a half acre of space was a spot for the fire's wild revels.

The largest loss connected with the fire falls upon the congregation of the Brick Church. The beautiful structure of yesterday stands this morning, both towers gone, all the costly stained glass windows broken, the lecture room a mass of twisted iron and smouldering embers, covered only by the canopy of heaven itself. One of the trustees estimated the loss at $150,000 with an insurance of but $75,000.

It was at exactly 8:20 o'clock that the explosion of the boiler in the cellar of the Pancost building blew out the west walls and threw the burning embers across the street to the roof of the Brick Church. The flames soon communicated to the towers, and in three minutes the whole northwest tower was in flames. Five minutes later the fiery tongues licked the great bell, and the heavy smoke was replaced by little streaks of fire that cracked the slates on the tower roof, causing them to fall in showers on the heads of those underneath.

The firemen made heroic efforts to get the water tower out of the mass of debris in which it was placed by the falling of the north walls, and citizens and firemen alike tagged at the rope, while others placed the Hayes truck and ran up the extension ladder. A fireman mounted the ladder with a line of hose but was unable to reach the flames. A moment later dense clouds of black smoke broke through the roof of the doomed structure and rolled in heavy billows from the windows.

As the firemen were endeavoring to break the windows on the Allen street side, flames burst from the front entrance of the church on Fitzhugh street, and seven minutes later they again burst through the roof of the church proper creeping along the eaves, and at intervals breaking through. A line was then carried into the church through the Allen street door and an effort was made to confine the fire to the front part of the structure.

At exactly 9 o'clock the bell in the northeastern corner of the church fell with a deafening roar, and a mighty column of fire shot skywards as though to embrace the clouds themselves. In ten minutes the whole interior of the church was a seething mass of flames and any hopes that had been entertained that the building might be saved then vanished. When the fire was at last under control, the church once the pride of a loving congregation was a hopeless ruin.

The scenes around the institute were pathetic. Men stood tearfully running down their faces watching the church, for which they had lived and labored, a victim to the fiery elements. Owing to the loyalty and faithfulness of parishioners, no Bibles, one a constant reminder of the days of Dr. Shaw, were saved. The communion table and two of the chairs that formerly stood on the platform were saved. Someone had reached the other and carried it as far as the door, where for some reason he dropped it, for the charred remains stood just inside the side door, when it was possible for men to enter to see the amount of damage done.

The pastor and trustees worked as long as possible to save everything of value, and only stopped when it was apparent that by entering the edifice they were taking their lives in their own hands.

Church to be Rebuilt.

While the fire was yet burning, and everything around the old Brick Church was chaos, the mind of the pastor, Dr. Taylor, was busy with plans for the future. He was asked if it was the intention to rebuild soon. He said: "Yes, of course we will. You don't suppose that a fire like this would put a church like ours out of business, do you?"

Central Library of Rochester and Monroe County
Historic Scrapbooks Collection

...ed unlawfully before the bride-of-the-
...ceremony had begun to cool, the Board of
...Trustees and the session of the church was
...convened in the assembly room of the insti-
...tution next door, formulating plans for the
...meetings of the congregation and the work
...of reconstruction. Dr. Taylor was elected
...moderator of the meeting. Letters were
...read, offering the use of their respective
...sanctuaries from the following: First
...Presbyterian Church, Second Presbyterian
...Church, Third Presbyterian Church, First
...Methodist Episcopal Church, Central Pres-
...byterian Church, Universalist Church, Uni-
...tarian Church, Temple Berith Kodesh,
...Second Reformed Church, United Presby-
...terian Church, Plymouth Church, First
...Baptist Church and the Young Men's
...Christian Association, who offered the use
...of the lecture hall in their building, and
...St. Peter's Presbyterian Church.

A committee from the Central Presbyterian Church, consisting of Rev. D. Stebbins, P. M. Ellery and J. S. Ray waited on the meeting and offered the use of their church, presenting a letter of sympathy.

It was moved and carried that a committee be appointed to consider plans for the erection of a new church, the reconstruction to be commenced at once. Dr. Taylor did not give out the names of the members of this committee. A committee of six was appointed to decide where the next meeting of the congregation will be held. Letters of sympathy were read from St. Peter's Church, Unitarian Church, First Baptist Church, First Methodist Church and the Temple Berith Kodesh.

Upon motion it was decided that the Children's Day services be postponed, and that the usual services of the church be held Sunday, June 14th. Notices will be given at the earliest possible moment where the meeting will be held.

History of the Church.

On the 13th of March, 1826, the Brick Church, which was destroyed by fire yesterday morning, was founded as the Second Presbyterian Church of Rochester. The first meeting was held in a wooden building on State street, on the present site of the American Express Company. Rev. William James was the first pastor, and Timothy Burr, Ashbel W. Riley, Lyman Granger, Richard Gorsline and Henry J. Kennedy were the first trustees.

The congregation rented the building in which it was organized for $200 per annum, but on February 2d of the same year purchased a lot on the corner of Fitzhugh and Ann streets, 61 by 100 feet, for $2,000. On October 1, 1828, the new church built on that site, costing about $16,000, was ready for occupancy.

The trustees had borrowed money to build, and because they did not meet their obligations the mortgage was foreclosed, and the church sold November 9, 1831. October 20, 1833, the society reorganized as the "Trustees of the Brick Church of Rochester," and on March 9, 1834, they bought back the old building. In 1853 an addition was built on the south side of the church, the congregation having increased, and made possible the purchase of a lot there. In 1859 it was determined to build a new church. On April 1, 1860, the closing exercises of the old church were held, and in July of the same year the corner stone for the new church was placed. It was dedicated June 30, 1861.

November 24, 1861, at 3:25 o'clock in the morning, the old Bethel Church on Washington street was destroyed by fire. The building had not been occupied during the summer, the last congregation worshiping there being that of the Brick Church during the building of their new edifice in 1860-61.

The pastors who have had the charge are: Rev. William James, 1826-1831; Rev. William Wisener, D. D., 1831-5; Rev. George Beecher, 1837-40; Rev. James B. Shaw, 1841-87. Rev. William R. Taylor, D. D., has been pastor since 1888. At the cost of about $75,000 the church was rebuilt in 1892-3.

ROUMANIAN FIRM IS AFTER ROCHESTER TRADE

Peculiarly Worded Letter Received by Secretary Ives of Chamber of Commerce.

Times, June 7 or 8 1903

Here is an opportunity for some enterprising Rochester exporting house which would like to introduce its goods into Roumania. John M. Ives, Secretary of the Rochester Chamber of Commerce, received the following communication this morning from the the firm of C. Schurer & L. Holoney of Tasay, Roumania, importers of American goods.

The letter was written in English with a pen, and its author doubtless flattered himself that in letter writing at least the enterprising Yankees could give him few points.

The letter was as follows:

"To the Chamber of Commerce, Rochester:

"Being desirous to introduce with energy into the nearly international fight for commerce in our land American goods in larger extent as they are till now, we take the liberty to acquaint your respectable institution, that after the encouragement of several highly respectable and influential Roumanian mercantile houses, we have begun business as commercial agents.

"In soliciting through your institution the agency-representation for any American-exporting houses, we beg leave to assure you that a few of the American standard makes easily monopolize the markets here.

"We hope to give complete satisfaction to those firms that may entrust us with their instructions.

"Not doubting that you will find agreeable our offer and will advise exporters to select such goods as are likely to find sale here and to send us patterns.

"We should be glad to receive your esteemed answer.

"C. SCHURER & L. HOLONEY."

NEW LOCAL INDUSTRY.

Democrat & Chronicle June 7 1903

Piano Case Company Files Incorporation Papers at Albany.

Secretary Ives, of the Chamber of Commerce, announced yesterday morning that the industries of Rochester would soon be increased by the accession of a piano manufacturing company, which would employ from 100 to 125 men. The annual output will be very large.

Articles of incorporation were filed yesterday at Albany. The capital stock is $30,000. The following well known business men of Rochester are the incorporators: George W. Kirkpatrick, Louis L. Williams, Marcus S. Phelps, Fernando E. Rogers and Lyman B. Kirkpatrick.

Land for the new manufactory has been secured in the vicinity of a railroad, thus providing switching facilities, and in the near future work will be begun on the erection of a suitable structure. M. S. Phelps, who has had years of experience in that line, will be the manager of the new corporation.

NEW COMPANY TO MANUFACTURE PIANO CASES

Articles of Incorporation of a Concern Capitalized at $30,000 Filed at Albany.

New Industry Will Be Located on East Side Close to Some Railroad.

The Times 7th June

Articles of incorporation have been filed at Albany by a new $30,000 company, which will locate here and manufacture piano cases. The following well-known business men are the incorporators: George W. Kirkpatrick, Louis L. Williams, Marcus S. Phelps, Fernando E. Rogers and Lyman B. Kirkpatrick.

The location of the new factory has not yet been definitely settled, further than that it will be located on the East Side and adjacent to good railroad facilities. The name of the new company is the Phelps Piano Case Company and Mr. Phelps, who was with the Phelps & Lyddon Piano Case Company for 13 years, will be the manager of the new corporation.

A local architect is preparing plans for the new factory building, which will contain about 40,000 feet of floor space. Work will be commenced as soon as the site is selected and it is expected that the building will be ready for occupancy about September 1. Special new improved machinery has been ordered for the plant and is already being constructed. About 125 hands will be employed as soon as the business gets under way.

The business will be confined exclusively to the manufacture of piano cases. Many manufacturers of pianos do not make their own cases and the new concern will cater to this trade. It is said that there are only six manufactories of piano cases in the country and that Mr. Phelps is one of a dozen practical piano case men.

Estimated Losses of Different Firms With Amount of Insurance Each Carried.

Company.	Loss.	Insurance.
Pancost Building	$ 50,000	$ 40,000
Brick Church	175,000	75,000
Edward Higgins's (building)	18,000	8,000
Edward Higgins's (stock)	15,000	9,050
Star Headlight Company	35,000	22,500
Pullman Manufacturing Company	45,000	25,300
Rochester Wringer Company	25,000	10,000
Newcomb Shoe Company	18,000	10,500
Haxendale Brothers Company	25,000	2,000
Reed Chemical Company	15,000	1,500
Cook & Coughlin	800	400
Ryan & Avery	400	200
Bernard O'Reilly's Sons	7,000	.....
Samuel Vacsio	400	.....
St. Paul's Lutheran Church	100	.....
Totals	$430,000	$203,950

1820
1830
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1900

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1891. 4th Dinner.

J. Harry Stedman, Chairman.
Charles M. Everest,
John E. Morey,
Henry D. Stone,
Philip S. Townsend,

1892. 5th Dinner.

J. Harry Stedman, Chairman.
Charles M. Everest,
John E. Morey,
George C. Buell, Jr.,
Philip S. Townsend.

1893. 6th Dinner.

J. Harry Stedman, Chairman.
Max Brickner,
Horace C. Brewster,
H. Franklin Atwood,
Charles Goetzmann,
George Moss.

1895. 8th Dinner.

H. C. Kimball, Chairman.
L. L. Allen,
H. F. Atwood,
Philip Bartholomay,
D. M. Brickner,
W. E. Sloan,
George Wilder.

1896. 9th Dinner.

Harold C. Kimball, Chairman.
Josiah Anstice,
Philip Bartholomay,
Charles E. Bayliss,
Harold P. Brewster,
George C. Buell, Jr.,
J. Warren Cutler,
Abram J. Katz,
Edward G. Miner, Jr.
George Moss.

1899. 12th Dinner.

A. B. Eastwood, Chairman.
A. J. Townson,
D. B. Murphy,
W. S. Morse,
A. E. Vogt,
J. M. Wile,
W. E. Sloan,

1900. 13th Dinner.

Horace C. Brewster, Chairman.
H. F. Atwood,
John E. Dumont,
Harry S. Woodworth,
W. J. Curtis,
John H. Gregory,
L. S. Foulkes,
David Brickner,
A. E. Vogt,
Charles Goetzmann.

1901. 14th Dinner.

Charles Goetzmann, Chairman.
Wendell J. Curtis,
Albert E. Vogt,
Charles T. Chapin,
Harry S. Woodworth,
William C. Likly,
Simon N. Stein,

1902 15th Dinner.